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THAT WILL
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YOU RIDE...
INSTANTLY!

P. 40

THE COLNAGO
C60 ITALIA

33 BEST
MTB
TRAILS

WHAT SA'S EXPERTS
RECOMMEND

+
SECRET
NEW
ROUTES

14-PAGE

TOUR DE FRANCE FAN'S GUIDE

- 7 CRUCIAL STAGES
- ALL THE CONTENDERS
- A DUMMY'S GUIDE TO LE TOUR
- + WEIRD FACTS TO IMPRESS YOUR MATES

EDITOR'S
CHOICE

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MARK CAVENDISH IN THE WIND TUNNEL

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EDITORIAL

EDITOR **MIKE FINCH** [mike.finch@media24.com]
DEPUTY EDITOR **JONATHAN ANCER**
EDITORIAL ASSISTANT **ANDRÉ VALENTINE** [andre.valentine@media24.com]
ONLINE EDITOR **KIRSTEN CURTIS** [kirsten.curtis@media24.com]
SENIOR DESIGNER **ALANA DOYLE**
CHIEF SUB / MANAGING EDITOR **DAVE BUCHANAN**
GEAR EDITOR **OLI MUNNIK** [olivermunnik@gmail.com]
PICTURE EDITOR **AMY MOSTERT**
SCIENTIFIC EDITOR **DR JEROEN SWART**
OFFICE ADMINISTRATOR **LABEEQAH SULIMAN**

CONTRIBUTORS

MARK CARROLL, JULIAN COBBING, LOUIS DIAS, STAN ENGELBRECHT, JAMES GARAGHTY, EM GATLAND, RENAY GROUSTRA,
CHRIS HITCHCOCK, CRAIG KOLESKY, MAUREN MÜLLER, MARK MURPHY, BRYAN POWELL, GAVIN RYAN, EWALD SADIE, CHERISE STANDER, NIC WHITE,
CHRISTINA GANDOLFO, STEPHEN KRCMAR, BRYN LENNON, EMILY MAYE, COLIN MCSHERRY, STEVE SCOTT, HENRIK SORENSON, SANDY STRAUTMAN, WHIT YOST

PUBLISHING & MARKETING

PUBLISHER **MARIJKE CLOETE** 021 408 3511 [marijke.cloete@media24.com]
PUBLISHING MANAGER **FRANCOIS MALAN** 021 408 1228 [francois.malan@media24.com]
BUSINESS DEVELOPMENT MANAGER **YVETTE JONES** 083 561 7345 [yvette.jones@media24.com]
MARKETING EXECUTIVE **RICHARD D'AGUIAR** 021 408 1242 [richard.daguair@media24.com]

PUBLISHING SALES TEAM

MYLES KELSEY [CPT] 021 443 9475 / 082 613 8498 [myles.kelsey@media24.com]
LAMEEZ RAIZENBERG [CPT] 021 408 3960 / 082 909 9696 [lameez.raizenberg@media24.com]
HANNES BURGER [CPT] 021 408 3078 / 076 152 4605 [hannes.burger@media24.com]
KATHRYN MOLYNEAUX [BOOTH] 011 217 3197 / 083 395 3442 [kathryn.molyneaux@media24.com]
KYLEE ROBERTSON [JHB] 011 322 0799 / 076 263 9114 [kylee.robertson@media24.com]

MEDIA24 CENTRAL SALES

HEAD OF ADVERTISING SALES **YVONNE SHAFF** 082 903 5641
CAPE TOWN **YVONNE SHAFF** 021 439 4907 [yvonne.shaff@media24.com]
JOHANNESBURG **CRAIG NICHOLSON** 011 322 0731 [craig.nicholson@media24.com]
DURBAN **THERESA LAVERY** 031 566 2442 [theresa.lavery@media24.com]
DIGITAL ADVERTISING SALES CAPE TOWN: 021 468 8299 JOHANNESBURG: 011 993 8050 DURBAN: 021 468 8070
EMAIL: info@spacemail.co.za

CONTACT US

WEBSITE: WWW.BICYCLING.CO.ZA EMAIL: BICYCLING@MEDIA24.COM
TELEPHONE: 021 408 3800 POST: BICYCLING MAGAZINE (SA), PO BOX 16368, VLAEBERG, 8018

CIRCULATION SALES & SOLUTIONS

HEAD OF CIRCULATION **GADIJA GAMIELDIEN**
HEAD OF RETAIL **ANDRELINE VAN TONDER**
CIRCULATION MANAGER **RIAAN WEYERS** 021 443 9964
PRODUCT MANAGER **GEORGE VAN BILJON**
SUBSCRIPTION MANAGER **JENNY MARINUS** 021 443 9821

SUBSCRIPTION ENQUIRIES

TEL: 0861 292 531 / 021 405 1007 FAX: 021 406 4057 SMS: 'BICYCLINGSUBS' TO 32511 (R1 PER SMS)
EMAIL: bicycling_subs@media24.com WEB: www.my-mags.com
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ALL SUBSCRIPTION PAYMENTS TO: BICYCLING, PO BOX 16428, VLAEBERG 8018

SHARED SERVICES

PRODUCTION MANAGER (Health & Sport) **KERRY NASH**
PROJECT MANAGER (Digital) **ROCHELLE DE BEER**
ADVERTORIAL COORDINATOR **AMY MOSTERT**

MEDIA24 LIFESTYLE

GENERAL MANAGER LIFESTYLE **CHARLENE BEUKES**
CFO LIFESTYLE **RAJ LALBAHADUR**
GENERAL MANAGER LEISURE **LOUISE MENY-GIBERT**

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REPRODUCTION MEDIA 24 REPRO
PRINTING **PAARL MEDIA CAPE**
DISTRIBUTION **ON THE DOT**



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SENIOR VICE PRESIDENT, INTERNATIONAL BUSINESS DEVELOPMENT AND PARTNERSHIPS **ROBERT NOVICK**
EXECUTIVE DIRECTOR, BUSINESS DEVELOPMENT AND GLOBAL LICENSING **KEVIN LABONGE**
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SENIOR CONTENT MANAGER **KARL ROZEMEYER**
INTERNATIONAL FINANCE MANAGER **MICHELE MAUSSER**
PRODUCTION ASSISTANT **DENISE WEAVER**
EDITORIAL ASSISTANT **NATANYA SPIES**
ADMINISTRATIVE ASSISTANT **SHOI GREAVES**

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BIENVENUE À JONATHAN ANCER ET ADIEU À L'IPHONE DU MIKE FINCH. SACRÉ BLEU!



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BY ANDRÉ VALENTINE

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BY MARK MURPHY

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It's that time of year: welcome to the world's biggest two-wheel event. We've got everything you need – stage previews, contender analysis, and a beginner's guide, for squeezing every ounce of enjoyment from *Le Tour*.

BY BICYCLING STAFF

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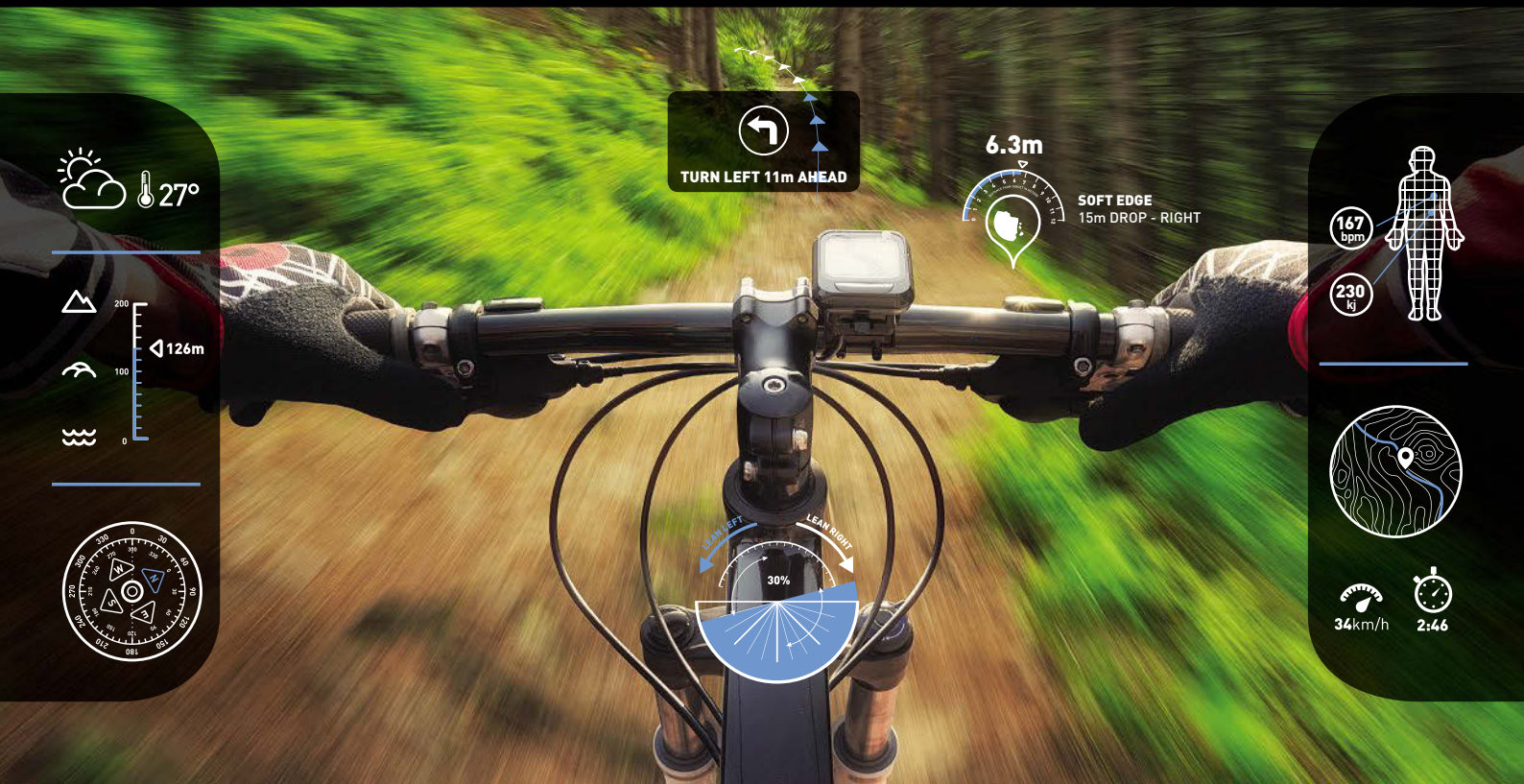
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ON THE COVER

The Colnago C60 Italia, which will be ridden by Team Europcar at this year's Tour de France. Check out our review of it in Ride Like A Pro on page 78.

PHOTOGRAPH BY JAMES GARAGHTY



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DAM BEAUTIFUL

IMAGE BY EM GATLAND

Multi-stage races are the perfect way to experience the beauty of South Africa from your bike, and the Old Mutual joBerg2c is one of the best events in that category. It's not as demanding as the Epic, but J2c offers an awesome vibe at the race village and stunning scenery away from it. Pictured here are the front runners of the 122km third stage [which was the longest of the event] as they approach the finish line alongside the Sterkfontein Dam in the Eastern Free State.

WHERE Sterkfontein Dam

WHEN 25 April 2015

METADATA Nikon D4S, 24-70mm, f/2.8



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RANTS & RAVES

► SO, WHAT DO YOU HAVE TO SAY TO US?

WINNING LETTER

I Love MTB

Late in 2013, while running, I fell and broke my pelvis. The most pain I've ever experienced. Doctors operated and I was on crutches for 11 months. I thought I'd never walk again. I probably gained half a Backstreet Boy in weight, and I knew I had to do something seriously urgently – so I bought my first MTB. Long story short, I've lost 16kg, I can WALK again (thank God), and I'm just great. Still can't run, though – but man, I love mountain biking.

– WYNAND VERMEULEN

WIN!

→ Email your RANTS – AND RAVES! – to andre.valentine@media24.com...

...AND STAND A CHANCE TO WIN A SUPERB TBA 3000 30-PIECE TOOL SET VALUED AT R2 399!



Evolution

I've been cycling for more than 50 years. When I started I had a fixed-gear bike, and now I enjoy a fancy, lightweight MTB with disc brakes, 2x10 gears, and a plush dual suspension. My bike has taken me to stunning places, and I've enjoyed nature and the most beautiful scenery as part of my journey. I've sealed lifelong friendships and it's helped me to stay healthy and fit. Let's continue this spirit into the next generation of cyclists. Their bikes may change, their roads may look different, but the joy of the ride will always be the same.

– PHILIP POTGIETER

Safety Starts With You

SA has some of the worst motorists, but it's time cyclists started acting responsibly – the list of some of the wrong things we do doesn't paint us in a good light. The habit of travelling two abreast is inconsiderate and dangerous. Anyone who can afford a bike should already be investing in a safety helmet, as well as flashing safety lights (front and back). While no-one likes losing momentum by stopping at intersections, who's to blame if a negligent cyclist is hit by a car? Safety starts with you; and the one with less protection around him or her is usually the loser.

– LANCE EFRON



FACEBOOK FEEDBACK

FILL IN THE BLANK:
THIS WEEKEND MY BIKE
AND I...

"...are going to be reunited and going out to explore."

– Bernadette Oberholzer

"...are getting reacquainted after an OTB experience and a long lay-off."

– Lisa van Zyl

"...need to reacquaint ourselves after the birth of my baby :)"

– Marlene Stals

"...do what we do every day."

– Jared Gemmell

"...are going on a skills course."

– Marick Hornsveld

READER TWEETS

@KevBenky

"Those hashtags should be tips 1 and 2. RT '@Bicycling_SA 5 Tips for Hanging With a Fast Pack --> <http://bit.ly/11XjqtW> #NeverGetDropped #KeepThePace"

@CottonDomino

"@Bicycling_SA This weekend my bike and I are... going to get dirty!"

@ivestini:

"When a 3 year old goes quiet @Bicycling_SA #futurechampion @ivestini @smishyfish!" B



WHAT IS IT?

Cyclism: MAMIL: (ACRONYM) MIDDLE-AGED MEN IN LYCRA

THE LATEST (AND GREATEST) SOLUTION TO THE AGE-OLD ISSUE OF THE MID-LIFE CRISIS. AFTER TOO MANY YEARS OF BEER AND BRAAI, MEN REALISE THEY'RE UNFIT, UNHEALTHY, AND CAN'T AFFORD A FERRARI... AND DECIDE TO DO SOMETHING ABOUT IT, IN THE BEST WAY POSSIBLE: CYCLING. (NOT SURE WHY LYCRA COMES INTO IT, THOUGH...)



THE NEW SCULTURA TEAM 2016



LESS WEIGHT. MORE PERFORMANCE.

The cat is out of the bag: raced already during the spring classics as a camouflaged prototype in the pros' pelotons, at this year's Giro we unveiled a brand new SCULTURA, which is simply nothing else than the best MERIDA road racing bike of all times! Weighing in at roughly 4.6 kilos, the globally strictly limited top model SCULTURA LTD enqueues among the world's lightest production models. But its new trim isn't the SCULTURA's only superlative: with its considerably improved aerodynamics and also increased saddle comfort, the new working tool of TEAM LAMPRE-MERIDA shows an overall performance which surprises even our highly experienced pro riders. The future has just begun – the new SCULTURA 2016!

MORE INNOVATION. MORE BIKE.



f Merida-Africa @MeridaAfrica merida_africa

Tinkering Time

“TINKER WITH YOUR BIKE SET-UP” MAY NOT BE THE BEST ADVICE; BUT YOU’LL BE LOSING OUT IF YOU DON’T.



M

Y CYCLING MATES WILL TELL YOU THAT I’M ALWAYS TINKERING WITH MY BIKE SET-

UP. A shorter stem, wider handlebars, different saddle heights, or cleat positions, or fore/aft saddle positions and angles, sag percentages, etc, etc, etc – the list of micro-adjustments available to the tinkerer is endless!

The experts will tell you to just go to a good set-up person: measure everything from your big toe to your

millimetre. It was just the vaguest of sounds that alerted me to the fact that my saddle had dropped – but it changed everything. Suddenly my back started to strain, my hands went numb, and my multi-tool quivered in my back pocket.

Stop, adjust, tinker, rise, raise, angle, reset... and I’d adjusted my saddle back to its 1mm-higher position again. Oh, the joy...

I think bikes are there to be tinkered with. I do know riders who’ve never adjusted anything on their set-up in

salesperson, I’ve ignored him.

But then somebody else suggested that my 680mm-wide MTB bars were way too narrow for a person of my stature, and a 740mm would mean better handling, climbing, and – bonus! – even a better look!

So I went out and bought a 740mm, slapped it on... and revelled in what I assess to be the best purchase of my life. Now I’m the biggest advocate of wide handlebars since the Hell’s Angels, Myles is vindicated, and I’m convinced I’m riding better (though my Strava times suggest otherwise).

But I love experimenting. Sometimes whole Saturday afternoons are dedicated to tinkering with bikes, along with my bike-mad 20-year-old son. We fiddle with stems, fine-tune gearing – even though it’s actually perfectly good to start with – and talk endlessly about the simple beauty of a well-oiled part.

Perhaps I shouldn’t tinker as much. But where’s the fun in that?

Mike
EDITOR

@MIKEFINCHSA

“*Now I’m the biggest advocate of wide handlebars since the Hell’s Angels...*”

inner thigh (always an uncomfortable measurement when done by a stranger!) and voilà, you’re good to go.

But I’m fascinated by how small things can make such a difference to a ride.

During my Sunday roll yesterday, my Brooks saddle suddenly decided to adjust itself down, by about a

years – it’s perfect, so they don’t mess with it. But I think there are always new learnings to be had.

For two years now, our national sales manager and world DH age-group champ Myles Kelsey has been banging on about me getting wider handlebars on my MTB. But as he’s a downhill and a

What I learned this month...

- Wider handlebars on a mountain bike mean better control, a more open chest for breathing, and upped coolness levels.
- Just like a computer, sometimes you just have to reset a bike from scratch to make it work again.
- One millimetre does make a difference.
- Mark your saddle height. These things have a habit of ‘drifting down’.
- Bike maintenance can be therapy! ③

THE EMPIRE SLX



YES, THEY'RE THAT LIGHT

At just 175 grams (size 42.5), the Empire™ SLX sets a new standard for light weight cycling footwear. Yet it doesn't compromise the structure or stiffness needed to put full power to the pedals thanks to a combination of exceptional fit, a new Evofiber™ SL one-piece upper, and the Easton® EC90™ SLX2 high-modulus outsole. And with replaceable heel pads, full titanium hardware and our adjustable SuperNatural Fit Kit, these are full-featured shoes built to win, and built to last.



SPECIALIZED WOMEN'S RIDE MONTH

We are unique, in the way we ride, in the way we move, in the way we think. Women have their own style and we are celebrating that for the month of August. #WomensRideMonth #YourRideYourRules. More info on Facebook (Specialized Bicycles South Africa), Twitter (SpecializedZA) and [Specialized.com](https://www.specialized.com)



KNOW HOW

Ask Bicycling | Buzz | Eat | The Fetish | Coach

EDITED BY ANDRÉ VALENTINE



HIT THE NIGHT

→ GET INTO NIGHT RIDING... SAFELY

With winter upon us, both morning and evening rides are going to have one thing in common... darkness. But don't let the late sunrises and early sunsets get you down: you can have just as much fun in the dark as you can in daylight. Don't own any lights? Well then, you're in luck – take your pick of the best on the market after reading ***The Lightest Night* (p88)**. Then hit the shadows with confidence – just like our gear ed Oli Munnik did here, while on a photo shoot at Majik Forest in Durbanville, Cape Town. – **André Valentine**

BUFFALO SOLDIERS

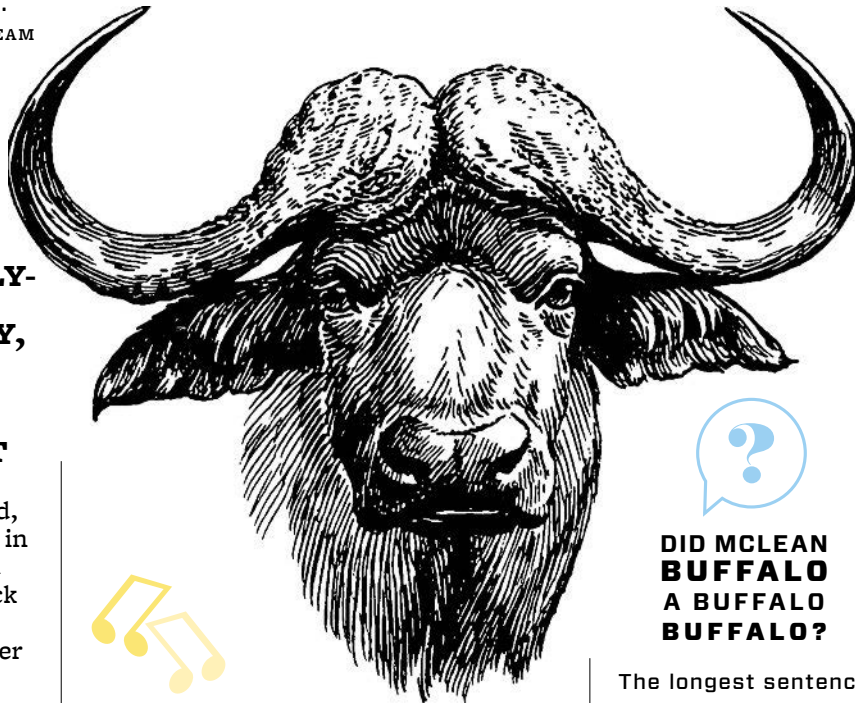
In light of Andrew Mclean's wildlife-antagonising antics last month, we've dug up some interesting facts about his four-legged foe.

BY THE BICYCLING TEAM

ON AN EARLY-MORNING RIDE IN MAY, ANDREW MCLEAN HIT A DEAD BUFFALO AT 60KM/H,

breaking his hand, fracturing a joint in his shoulder, and joining Evan 'Buck Norris' van der Spuy and pro racer Robert Mennen in cyclist/animal collision folklore.

A few days later Mclean tweeted: "I am on the mend, and plotting my next Big 5 attack." He's now training on a Watt Bike – on which, he says, the only thing he's in danger of hitting is The Wall.



SONGS TO MAKE MCLEAN CRINGE...

Buffalo Soldier – BOB MARLEY

Ladies' Night In Buffalo – DAVID LEE ROTH

Buffalo Stance – NENEH CHERRY

Back in Buffalo – LEO KOTTKE

You Can't Roller Skate In A Buffalo Herd (yes, really) – ROGER MILLER

DID MCLEAN BUFFALO A BUFFALO BUFFALO?

The longest sentence in the English language employing only one word is: 'Buffalo buffalo Buffalo buffalo buffalo Buffalo buffalo.' – a perfectly grammatical sentence, where 'buffalo' is: a proper noun (the city); a verb (to 'buffalo' someone means to bully them); and an ordinary noun (the animal). So, the sentence means: 'Buffalo from Buffalo that are being bullied by buffalo from Buffalo are themselves bullying buffalo from Buffalo.'

LEAN 'N HEALTHY

Just like you want to be. A 100g serving of buffalo steak has roughly 3g less fat than ordinary beef, and 126 fewer kilojoules. Because they exist mostly in the wild, buffalo aren't subjected to artificial antibiotics, hormones and steroids, so you're getting the real deal. A 100g serving contains roughly 21g of muscle-fuelling protein.

BUFFALO STEAK MARINADE

First, catch your buffalo: now you've found (or ridden into) your new favourite braai meat, grill it with this marinade:

2 tbsp each of chopped fresh garlic (6 large cloves), Worcestershire sauce, balsamic vinegar, Dijon mustard, and soya sauce
1/3 cup oil
1/2 tsp freshly ground black pepper

Mix together in a bowl and pour over steaks. Cover and place in the fridge for at least four hours (better still, 24). Remove the steaks and let them warm to almost room temperature before grilling.

Fast and Furious

Mclean was descending at 60km/h when he hit the buffalo. But he's lucky it wasn't alive; it would have caught him when he slowed down on the flat, as buffalo can reach speeds of 56km/h. The buffalo is one of the most powerful animals in Africa, and is nicknamed 'Black Death' because of its aggressive nature. It's been known to get the better of lions and hyaena – and yes, humans too.

FITTING TRIBUTE

Mclean is not welcome in Buffelsdrift or Buffalo City, but has been given the Freedom of *Tweebuffelsmeteenskootmorsdoodgeskietfontein* – a farm in North West, the name of which means 'The spring where two buffalo were killed stone dead by one... bicycle' (possibly).

cervélo

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► ALL YOUR RIDE QUANDARIES – SOLVED!



► HOW DO I GET THE STINK OUT OF MY HELMET?

“Simple soap and water,” says Eric Richter, brand development manager at Giro. “Clean the helmet with a soft cloth or sponge, warm water, and mild dishwashing liquid. You can also remove the pads and toss them in the washing machine.” For very stubborn stink, you can use a fabric deodoriser, which agitates dirt and bacteria out of every crevice without deteriorating the helmet or padding.



ASK BICYCLING

► ALL YOUR RIDE QUANDARIES – SOLVED!



► What's the hardest climb in the world?

Storied European ascents, such as Mont Ventoux, are famous because they've been the stage for drama in high-profile races like the Tour de France. But in pure physical terms, they pale in comparison with Mount Washington, in

New Hampshire, US, which is steeper than Spain's punishing Alto de l'Angliru and France's Alpe d'Huez and features more total altitude gain than Italy's Passo di Gavia. To make matters worse (or better), over a kilometre of it is unpaved, and the weather at the top is notoriously bad. The road up

Mount Washington is open to cyclists just twice per year. Last August, *Bicycling* US contributor Whit Yost participated in the annual Mount Washington Auto Road Bicycle Hillclimb. "It was the most painfully rewarding ride I've ever completed," he says. "Conditions were considered favourable: The temperature dropped only one degree by the time I reached the top, and maximum wind gusts were a measly 65km/h." If it's on your bucket list, know this: registration opens in February, and spots go quickly. If you don't get in, consider Newton's Revenge, which takes place in July; registration begins only after the Hillclimb sells out.

► My friend drinks Coke after a ride and says it's good recovery fuel. How can that be?

There's no question that an icy-cold Coca-Cola can feel like an elixir from the gods after a long day of suffering. And the 586kJ in a 340ml can aren't going to make or break your diet, especially if you're racking up kays. But it's not

the best recovery drink. "Coke contains mostly high-fructose corn syrup, which is about 55 per cent fructose and 45 per cent glucose," explains dietician and university professor Nanna Meyer, PhD. Though it will give you a quick boost of energy, says Meyer, the soft drink does not have enough sodium, fluid, or protein to adequately rehydrate you, rebuild energy stores in your muscles, or repair tissue. If you crave a Coke after a hard ride, go ahead and have one, but pair it with a snack that contains protein and sodium, along with extra water.

► I heard that paint adds significant weight to a bike frame. How much? Are some colours lighter than others?

"Paint typically accounts for anywhere from 5 to 10 per cent of total frame weight," says Graham Shrive, engineering project manager at Cervélo. While a heavy paint job can reach 125 grams or more, it's often less on the lightest bikes. For instance, it accounts for just 30 grams of the 667g total frame weight on a size 56cm Cervélo RCA. As for whether some colours weigh less, there's a popular belief that the brightest bikes (red, white, yellow) are the lightest. But those frames may actually be marginally heavier than murdered-out models. Why? The lighter the hue, the more primer underneath.

► Is it okay to ask to draft off a rider you meet on your ride when you're out there alone?

You know how sometimes when you're sitting in a coffee shop

(UM...)
**ON A RAINY
RIDE RECENTLY,
THE BACK OF
MY FRIEND'S
SHORTS STARTED
FOAMING. WTF?**

You are forgiven for assuming your frothy friend practices questionable hygiene. Instead, the condition (known colloquially as 'foaming ass') has more to do with overzealous laundering, and typically occurs when water mingles with excess soap left in the chamois. Fortunately for you, it's possible to avoid the eternal humiliation of a nickname like 'Bubbles': use less detergent than you think you need, and stick to dye- and scent-free products; residue from fragrances or fabric softeners tends to hang around. Then run an extra rinse cycle to make sure you get all the soap out.

15

NUMBER OF SECONDS OF MAXIMUM

EFFORT CYCLISTS IN A STUDY MADE

AT THE BEGINNING OF A 1500-METRE

TIME TRIAL THAT DECREASED THEIR

TOTAL FINISHING TIME BY 3 PER CENT

SOURCE: JOURNAL OF STRENGTH AND CONDITIONING RESEARCH

by yourself, you actually want to be alone with your thoughts, and other times you'd welcome company and chit-chat? Riding bikes is no different. A solitary rider may be out there for a workout or relishing rare private time. So it's always okay to ask. But if the answer isn't an immediate "Sure!" you should respectfully keep your distance.

► What's the best way to change out of my chamois in a parking lot?

Bike racers are experts in the art of the parking-lot shimmy. So we tapped professional mountain biker Lea Davison to tell us her secrets. Davison has two methods. The first and most preferable is the Towel Method. Wrap a beach towel around your waist like you just got out of the shower. Drop the chamois, but keep the towel in place. Davison says, "I open a car door and change facing out of the car so I don't end up mooning someone." Then manoeuvre pants or shorts up under the towel. No towel? Simply employ the self-explanatory Passenger Seat Method. Davison's pro tip: Lay the T-shirt you're changing into on your lap for some coverage. And close all the doors, would you?

► My non-riding friends think all pro racers are dopers, and so the sport's a joke. But they

love soccer – what can I say to shut them up?

You could start by noting that one of the game's greatest players, Diego Maradona, was banned after testing positive for ephedrine. Ephedrine is a bronchodilator found in asthma meds, but also serves as a weight-loss supplement. However, it can also cause heart attacks and even death. Current WADA guidelines put it on the prohibited substance list, but action will only be taken if 10 micrograms per millilitre is found in a urine sample. Another joke: current superstar Lionel Messi is up for trial in Spain for tax evasion, for failing to pay €4 million in tax. Sounds like a lot of money, right? But considering that he earns nearly €1 million a week, you would think he could spare a month's worth for the tax man. Still not getting to them? Then simply hit them with this: Pelé... Viagra. **B**

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Want more tips and advice? Visit www.bicycling.co.za for the latest news, bike & gear reviews, training & nutrition advice, and much more.

PROMOTION

Our #ConquerAsOne Heroes!

Congratulations to Candice Marsh and her partner and fiancé James Schuurmans, who were voted the winning 'Conquer as One' story during the 2015 ABSA Cape Epic.

Through a combination of sheer guts and partnership, Candice and James crossed the finish line on Stage 3 seconds before the cut-off time, collapsing on the ground together and embracing in a flood of tears.

They will be getting married in November this year, and will celebrate their life together as part of the exclusive Absa Pride Team – courtesy of Absa – at the 2016 event.

#ConquerAsOne



BY OLI MUNNIK

PHOTO BY JAMES GARAGHTY

CSIXX XC SINGLE-RING CHAINGUIDE

Over the past few years, single-ring drivetrains have become increasingly popular. Despite gear ranges being somewhat reduced by the removal of the middle and 'granny' rings, increased cassette ranges and the convenience of only having to worry about a rear derailleur have seen a proliferation of 1x10 and 1x11 configurations.

But what happens if the chain flicks off? Well, if you have a cSixx XC Chainguide, you won't have to worry about that. The guide is constructed from high-tensile carbon fibre and provides a super-stiff cage to secure your chain. And weighing in at between 40 and 80 grams, depending on the model, it won't add excessive load – absolutely critical for weight-obsessed South African riders.

While it's designed for marathon and XC racing, the guide is also a viable option for Enduro and All-Mountain riders.

FITS 28T TO 40T CHAINRINGS //
FROM R650 // csixx.com

OBSTACLES?



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Go Further



PIMPING MY RIDE

I've become a fan of those hot-rod car-shop shows, where they buy an old car and soup it up, dropping in a big block engine, stripping it down to the bare metal, giving it a wicked paint job, whacking some bad-ass mags on it, and sending the interior to a foul-mouthed Oriental woman so she can wrap it in sex-shop-tight leather. I know there are people who fix up old bikes, but I'd like to take a recent-model classic and make it über-cool. I have a 2005 Cervélo Soloist, the aluminium one that CSC once rode, with last-generation Dura-Ace. I've already bolted on a Belgium-bend set of 3T Rotundo bars with a 3T stem, and I have a set of black KCNC brakes that cost me more than the frame. I want to get the frame sprayed pure matte black, covering up the Cervélo logo, and perhaps a pair of second-hand Zipp 404s, also with the decals removed. Am I going too far? – Kevin, Greenside East

You sound like the sort of man I could sit down and while away an afternoon with, Kev. By the end of it, we would be rather drunk, and extraordinarily happy. Then, later that night, after we had emptied the taps at your local, I would message you with more ideas on what to add and take off.

A bike should always have a simple beauty; but simplicity can be extremely complicated. When I was younger, a friend had one of the first BMXs in South Africa – a Raleigh. His dad had engineering contacts. He had the frame stripped, and then chromed. It shone, it dazzled and it blinded. He replaced his spokes with black Skyway mags – the TuffWheels. I couldn't have been more in love with a bike. They still sell those Skyway wheels. If they made them for 29ers, I'd have a pair on a Swift D-Vore tomorrow, black wheels against a bright cyan frame. Simple, but beautiful.

You are not going too far, Kev. There is the danger of over-thinking the look of a bike, but never confuse over-thinking with over-caring. Knowing *why* you're including each part; sourcing them, saving for them and putting them on. I'd keep the Cervélo decals on your Soloist – and I wouldn't strip it down; that's a classic paint job. And leave the logos on the Zipp 404s – you don't see them painting over the 'Goodyear' on the tyres on *Fast and Loud*, do you?

There are times to celebrate branding, and times to tone it down. Your Soloist sounds like it will be a celebration. I'd like to ride it some day – if you'll let me. **B**

RIDER **2** RIDER

► USEFUL TIPS FROM OUR READERS

WINNING TIP

Rack Repair

Use your car bike rack to service your bike, while the rack is on the car – works like a charm. Just put the bike in the position furthest from the car.

– Ruan Janse van Rensburg



Para Dub Dub

If you need to give your chain a good degreasing on a budget, put some paraffin in a margarine tub and scrub with a toothbrush, letting it drip back into the tub. Paraffin is an oil-based solvent, so it doesn't dry out the chain links.

– Rozanne de Jager

Stolen Bike ID

If you salvage your bike after it's been stolen, how do you know it's really your bike? Write your details on a small piece of paper and put in the neck of your saddle – no-one will think about checking there for ID, and you'll know for sure that it's yours.

– Lezanne Gabriels



WIN!

A VERMARC CYCLING JERSEY WORTH R1 299

→ Email your Reader Tip to bicycling@media24.com. If it's selected as the Winning Tip, this rad prize could be yours.

PRO TWEETS

Carl Pasio @CarlPasio ►

"Fun day exploring some amazing roads. Sun, snow and steep climbs."

Lance Armstrong @lancearmstrong

"My favorite way to start the day here \in #LA. RUNyon Canyon loop w/ @LAontheRoad and @uresse."

Douglas Ryder @dougryd

"Africa showing big interest in coming to @LeTour we have 3 people from Uganda @briang_jozi @OnTheGoTash & @PaulSherwen :) @TeamMTNQhubeka"



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Crossing The Line

DESPITE ITS OBVIOUS BENEFITS, CROSS-TRAINING STILL ISN'T TAKEN SERIOUSLY.

Most people think riding a bike is only about their legs, and that there's no need to strengthen the rest of the body. This could not be more wrong.

When you have a strong core and upper body, you're more stable on the bike and you'll suffer less back pain, while the chances of injuring yourself decrease too. Also, most of our power on the bike actually comes from our glutes, so it's important to have a strong gluteus maximus muscle (aka 'buns of steel').

In the past I've been slack with cross-training, but at the end of 2014 I decided to focus a lot more on gym work. I only go to the gym twice a week in the off-season, and most of my time there is spent doing squats, lunges, leg presses, and a lot of core training. I don't do heavy weights; the goal is not to build big muscles, but rather to strengthen the

“**The goal is not to build big muscles, but rather to strengthen the ones I have...**

ones I have.

During the racing season I don't go to the gym nearly as much, and focus more on doing short runs (5km or less), with even more focus on strengthening my core and stretching.

I'm currently looking at swimming a bit between cycling sessions, as I've heard it increases your VO₂ max intake and helps tremendously with recovery. I'll keep you updated on this!

Since I've started cross-training my power output has increased, and I'm starting to see the results in racing. Cross-training is an important part of cycling; don't neglect it. **B**



Cherise Stander races for Team RECM, and represented South Africa at the 2014 Commonwealth Games.

SNIPPETS

Fast Food Can Lead To Fast Rides



Now you have a good reason to get that burger and chips

BY AMBY BURFOOT

A new study in the *International Journal of Sport Nutrition and Exercise Metabolism* has found that fast food from McDonald's is just as good for recovery and subsequent performance as sport foods specifically recommended for this purpose.

In the study, 11 recreational athletes did two separate exercise tests on a stationary bicycle. After completing a 90-minute ride, including some tough intervals, they underwent muscle biopsies to measure their now-depleted stores of glycogen. They rested for four hours, while consuming two modest meals – of either fast food, or sport food. After the rest they had another leg biopsy, then completed a 20km time trial as a performance test to confirm their recovery.

Researchers found that both protocols produced similar levels of glycogen

resynthesis, glucose response, insulin response, cholesterol response, and time-trial performance.

“We expected to see about the same glycogen recovery, but we were not expecting the nearly identical blood data, or the nearly identical time-trial times,” says researcher Brent Ruby, PhD. “Our results show that fast food, in the right amounts, can provide the same potential for muscle glycogen as sports nutrition products that probably cost more.”

Asked about possible health differences between sport foods and fast food, Ruby said: “I'll tell you this, you won't find sports nutrition products down at the local farmers' market. People don't have health problems because they're not eating exclusively organic, or vegan, or whatever. They have problems because they eat too much for the very little exercise they get.”

NEW STUFF

GIRO WINTER APPAREL



Giro's winter apparel range has hit SA shores for the first time, featuring super-functional and stylish wind vests and jackets, as well as a waterproof raincoat.

Both the vest (with short sleeves) and jacket (long-sleeved) feature moisture-wicking fabric with strategically positioned mesh vents in the back. They'll keep you running at a comfortable temperature, but still deliver solid protection against wind and light rain.

The rain jacket is perfect when the weather turns ugly. It's made of a performance fabric called 'Pertex' that's supple, waterproof, windproof, and highly breathable. – OM

WIND VEST R540 | WIND JACKET R690 |
RAIN JACKET R1 350

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Stage Racing: Eat Like A Pro

Ace your stage-race performance with
this expert advice.

BY MAUREEN MÜLLER

When eating for a stage race you need to be meticulous, to ensure you recover properly and have energy each day. Maureen Müller, Absa Cape Epic chef for team Topeak Ergon, shares her secrets on how she fed a pro team during the most gruelling multi-stage MTB event of them all. Müller clearly knows her oats, because Topeak Ergon's Kristian Hynek and Alban Lakata finished second overall. **③**

BREAKFAST MENU

- + Cooked oats (made with water)
- + Raw almonds, cashews, pecans
- + Sliced banana
- + Maple syrup
- + Honey
- + Raisins
- + Sultanas
- + **COOKED PEAR COMPOTE WITH NUTMEG AND SULTANAS**
- + Chia seeds
- + Goji berries
- + Ground flaxseed powder and golden flaxseed powder
- + Chopped dried apricots
- + Spreads: Nutella, jam, honey, butter.

LUNCH MENU

- + Scrambled eggs
- + **MIDDLE EASTERN-STYLE RICE AND LENTIL DISH WITH CUMIN AND CARAMELISED ONIONS**
- + Broccoli, tomato and halloumi salad with mint vinaigrette

SUPPER MENU

- + **CARROT, GINGER AND TURMERIC SOUP**
- + Pan-fried ostrich steak, marinated red wine and rosemary, salt and pepper
- + Sautéed brown mushrooms, green beans, cauliflower
- + Sweet potato mash

HOW IT WORKED

BIG BREAKFAST

I served a breakfast buffet made up of cooked oats and various superfoods, with a second course of easily digestible bread with spreads. The bread fuels your body, while the superfoods and oats provide protein for active recovery, and vitamins and amino acids to process your in-ride fuel better.

LUNCH

Post-ride recovery/lunch is usually carbohydrate-heavy, with light protein. This is because you'll get the rest of your protein from your post-ride drink. Raw foods should be eaten now, because they are difficult to digest and not ideal for supper.

SUPPER

Supper is usually heavier, with a larger portion of protein, carbohydrates and cooked vegetables. At the Epic I made it bland, with no hot spices. This makes digestion easier – food that's bland lets your body focus fully on replenishing glycogen stores, instead of using energy on food that's difficult to digest, which will hamper your overnight recovery.

DESSERT

Strangely, the pros do eat dessert. Dessert is a great psychological booster, because riders see it as a reward for the hard work they've done. Milky desserts like rice pudding and ice cream are great sources of energy, and keep riders very happy.

THE RECIPE BOOK

ELGIN PEAR COMPOTE

INGREDIENTS

3 large pears cut into large cubes (leave the peel on, but remove the seeds)
Large pinch of nutmeg (or any spice of your choice, such as cinnamon or ginger)
2 tablespoons sultanas
Half a cup of water

METHOD

Place all ingredients in a small saucepan and bring to the boil, then turn the heat down to medium/low and simmer for 20 minutes. Serve stirred into oats. **Makes 2 cups.**

MIDDLE EASTERN RICE WITH LENTILS AND CARAMELISED ONIONS

INGREDIENTS

2 cups cooked basmati or white rice
2 cups cooked brown lentils
A little vegetable oil for frying
2 onions, sliced thinly through the length, and fried until dark brown.
1 tablespoon cumin
1 teaspoon cinnamon

METHOD

Place the onion pan on the stove on medium heat, add the lentils and rice and stir until heated through. Then add the cumin and cinnamon. Serve immediately. **Serves 4**

NB! If you finish after lunch, then this recipe is perfect – it takes roughly 20 minutes to make, has enough protein for cell repair, and the rice is easily digestible and will refuel the body adequately.

CARROT, GINGER AND TURMERIC SOUP

GREAT FOR INFLAMMATION

INGREDIENTS

4 large carrots, washed, peeled and chopped
2 sticks of celery, washed, peeled and chopped
1 onion, chopped
1 clove garlic, chopped
2 thumbs ginger, washed, peeled and chopped
1 tablespoon turmeric
Coconut oil for sautéing
5 cups chicken stock
1 x 400g can coconut milk

METHOD

Heat the coconut oil on medium to high heat. Add vegetables and ginger. Sauté all the vegetables together until the onions are soft, then add turmeric and sauté for another five minutes. Add stock and simmer until the vegetables are soft. Add coconut milk, bring to the boil, then turn off the heat. Blend until smooth, and serve immediately. **Serves 4**

RICE PUDDING

1 cup risotto rice
3 cups lactose-free milk
Half a cup light brown sugar
1 tablespoon orange rind
1 vanilla pod, cut open, seeds scraped out and saved
Pinch of salt

METHOD

Bring rice to the boil in the milk, stirring continuously. Reduce the heat and simmer for 30 minutes, until milk has been absorbed (stirring every few minutes to make sure it doesn't burn). Add vanilla pod and seeds as well as the orange rind and sugar, then simmer for 15 minutes. Remove from heat, and chill. **Makes 4 cups.**





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RIDING SETS ME FREE



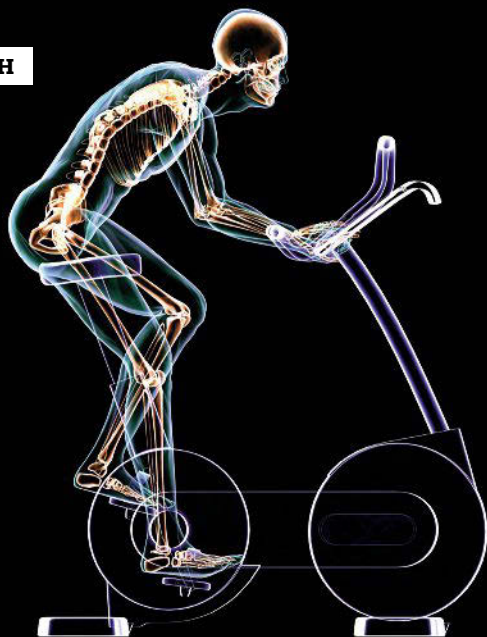
AXIS A30 | Mountain Series

Components - Shimano SLX/Deore - 20 speed

Fork - Rock Shox XC30 Solo Air with remote lockout

Brakes - Shimano BL-M396 & BR-M395

Wheelset - KORE XCD 29er



Max Your Winter

BY MARK CARROLL

USE INDOOR TRAINING TO IMPROVE YOUR POWER, CLIMBING, ENDURANCE AND VO₂ MAX THIS WINTER

MANY WILL ARGUE THAT TRAINING INDOORS IS NO SUBSTITUTE FOR TRAINING OUTDOORS. Certainly, there are aspects of outdoor training that can't be duplicated, like handling and group riding. But in terms of moderate- to high-intensity intervals, indoor cycling is arguably the more effective method. There are no obstacles, and it allows complete focus on the task at hand.

The best way to tackle these intervals is with a power meter and heart-rate monitor. Power gives you instant feedback on intensity, while your HRM provides physiological feedback, important for seeing fitness improvements, as you begin to generate more power for the same heart response.

THE TEST You must establish a baseline and training zones; the most widely-used test is a 20-minute, all-out time-trial effort to determine your maximum heart rate. This step is vital, to ensure the intensity of your intervals will be appropriate to your current fitness level. For details of how to calculate your training zones, see bicycling.co.za/zone-calculation.

WARM-UP 15 minutes – progressively increasing the intensity without going hard for the first 10 minutes, then do 3 x 30 seconds

high-RPM and moderate- to hard-intensity pick-ups, separated by one minute of easy pedalling. This helps activate the nervous system, as well as improving oxygen and blood flow to the muscles.

SHORT AEROBIC INTERVALS – CLIMBING Mix these up between two- to five-minute intervals, with recovery equal to the length of the interval. Using power, pace yourself so you're in upper VO₂ for the two-minute, mid/upper VO₂ for the three-minute, and low/mid VO₂ for the four- to five-minute intervals. Total volume of these will depend on your capacity; but as a guide, between 12 and 20 minutes of high intensity in total.

Note: If recovery is more than two minutes, start an active low-intensity recovery period. If you don't, then 30 seconds into the next interval it will feel like your legs are going to stall.

LONG AEROBIC INDOOR INTERVAL – ENDURANCE Duration is one to four hours at stable intensity, maintaining a heart rate between 70% and 80% of maximum. Avoid going above 80%, or you will compromise not only your session objective, but also your long-term improvement – as well as your ability to perform on the harder intervals the following day.

SPEED-TYPE INTERVALS

THESE SHOULD BE DONE PREDOMINANTLY PRE-SEASON, TO BUILD CAPACITY:

1/ 10- to 15-second sprints, with five minutes recovery between each. Repeat six times – a total of 90 seconds hard training that will take up to 48 hours to recover from fully.

2/ 40 seconds hard, 40 seconds recover, repeat five times; then recover four minutes before doing one more 5x40-second set.

THESE SHOULD BE DONE LEADING UP TO A MAIN RACE, TO BUILD POWER:

1/ 15 seconds hard, five seconds rest, 30 seconds hard, 10 seconds rest, 45 seconds hard, 15 seconds rest, one minute hard. Do a long, aerobic-intensity interval for 10 to 20 minutes, and then do one more set.

2/ 30 seconds hard, 10 seconds recover, repeat four times. Do a long, aerobic-intensity interval for 10 to 20 minutes, and then do one more set.

COACH'S CORNER



Mark Carroll owns Cadence Cycling Performance & chairs the CSA Coaching Commission.

MIX IT UP

Plan both indoor and outdoor sessions into your training week. Simply do long, aerobic intervals outside, and the short, anaerobic workouts inside. You'll still get your fresh air, while giving maximum focus indoors for the more meticulous anaerobic sessions. Here's a 7- to 9-hour-week schedule: **Monday - short aerobic intervals; Tuesday - aerobic interval, 60 minutes minimum; Wednesday - anaerobic intervals; Thursday - aerobic interval, 90 minutes minimum; Friday - rest; Saturday - long, steady ride, 3 to 4 hours, heart rate around 70-75% of maximum; Sunday - rest.**

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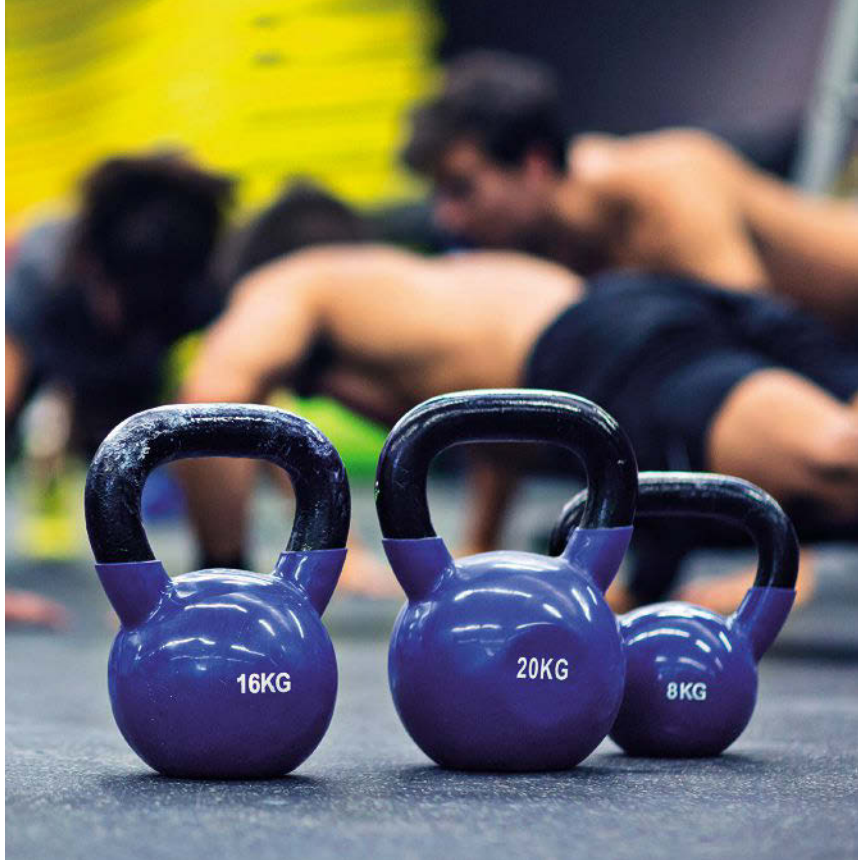


ADVANTRA Z®

The Science of Power

BY DR JEROEN SWART

Q WHICH ONE IS MORE IMPORTANT FOR CYCLING PERFORMANCE: TIME ON THE BIKE, OR TIME IN THE GYM? I'VE HEARD LOTS OF CONFLICTING OPINIONS. – *Mike, Tokai*



A The traditional approach to training has always dictated massive amounts of time on the bike in preparation for competition.

In recent years there's been an increasing focus on quality over quantity; and the advent of interval training has meant that many athletes now perform better after less time on the bike.

Even more recently there's been more focus on strength training for cycling performance, after athletes such as Nino Schurter started to spend most of their time doing high-resistance weight training and explosive exercises in the gym – while winning World Championships, and performing in ultra-endurance events such as the Cape Epic, too.

A study investigating the effects of

strength and endurance training versus endurance training alone demonstrated – during a three-hour endurance cycle test – that adding strength training using low-repetition, high-resistance training (such as squats and leg presses) twice a week for 12 weeks resulted in improvements in oxygen consumption, lower blood lactate concentrations, and lower perceived exertion.

In addition, a five-minute maximal effort at the end of the three-hour cycle improved results by seven per cent in the strength group, but not at all in the endurance group.

Another study compared interval training using either high or low cadence (on-the-bike strength training) with more traditional endurance training. The outcome of this study was

improved performance during both an uphill and a flat time trial. Although all three groups improved their performance in at least one of the time-trial types, only the strength group improved in both time trials.

These and other studies show unequivocally that strength training is beneficial to both peak power and sustained endurance performance in cycling.

If you're aiming to fly, consider adding a gym routine to your training programme twice a week. Focus on progressive increases in load early in the season, and then transition to more explosive exercises as the season starts. When you're doing your hardest interval training, reduce your gym routine to a maintenance programme rather than pushing hard on both fronts. **B**

DOCTOR'S ORDERS



Dr Jeroen Swart is a sports physician and exercise physiologist at the Sports Science Institute of South Africa.

THE BURN

TT cyclists: your aggressive riding position may be causing you harm. This is because the prostate gland is slightly exposed in the area where your undercarriage comes into contact with the saddle. Long periods in this position can cause subtle trauma to the prostate, causing it to swell and become inflamed. The main side effect of this is problems urinating, and a burning sensation when you do. But be cautious: if you're over 30, don't simply write these symptoms off as saddle trauma – have your prostate checked by your GP, as well as doing a PSA blood test to rule out a cancerous lesion.

ISTOCKPHOTO

EMVIT® YOUR DAILY NUTRITIONAL INSURANCE POLICY

We all know we should be eating more fresh fruit and vegetables to maintain optimal health, but often life gets in the way. Demanding jobs, hectic lifestyles and travel are just a few of the obstacles that can prevent us from getting all the vitamins and minerals our bodies need. Even if you are eating '5 a day' you still might not meet all of your antioxidant, vitamin and mineral needs; that's why Emvit® can be so valuable.

Emvit® is a scientifically formulated multivitamin that provides precise amounts of key antioxidants, vitamins and minerals. Unlike food, the nutrient levels in Emvit® are guaranteed, so you know you're getting enough each day. With Emvit® you have the added assurance of manufacturing to pharmaceutical standards. This gives peace of mind that you are supplementing with exactly what's stated on the label; nothing more and nothing less.

Recent scientific research shows that taking unnaturally high doses of some vitamins and minerals is actually harmful to health. That's why Emvit® contains an advanced vitamin and mineral formulation, which works with your body providing similar nutrient levels to those naturally occurring in food. In addition, Takeda have taken great care to use a well-balanced mix of antioxidants, vitamins and minerals in Emvit®. This allows them to work in

harmony to produce energy from carbohydrates and fats, while at the same time protecting the body against harmful free radicals. Factors that are key to people who not only want to participate but to compete at everything. That is why Emvit® is the Official medical sponsor of Team MTN-Qhubeka p/b Samsung.

Dr. Jarrad van Zuydam, team physician to Team MTN-Qhubeka p/b Samsung, provided some insight into the sports medicine approach used to keep the athletes healthy and performing at their best. He gave feedback on how they overcame various medical challenges whilst racing; from infections to digestive problems, muscle wear and tear and of course some pretty nasty cuts, scrapes and bruises. He said: "In a grand cycling tour such as the Tour De France, keeping riders healthy enough to perform at their best for 3 weeks is a major challenge. Emvit®'s medical sponsorship has allowed us to provide our riders with high level medical care on tours and throughout the season. Many of the Emvit® products have become vital components of the scientifically constructed and individualised nutritional plans for our riders. We can be confident that our riders are ingesting appropriate quantities of the necessary micronutrients even during times when the hotel food might not be adequate."

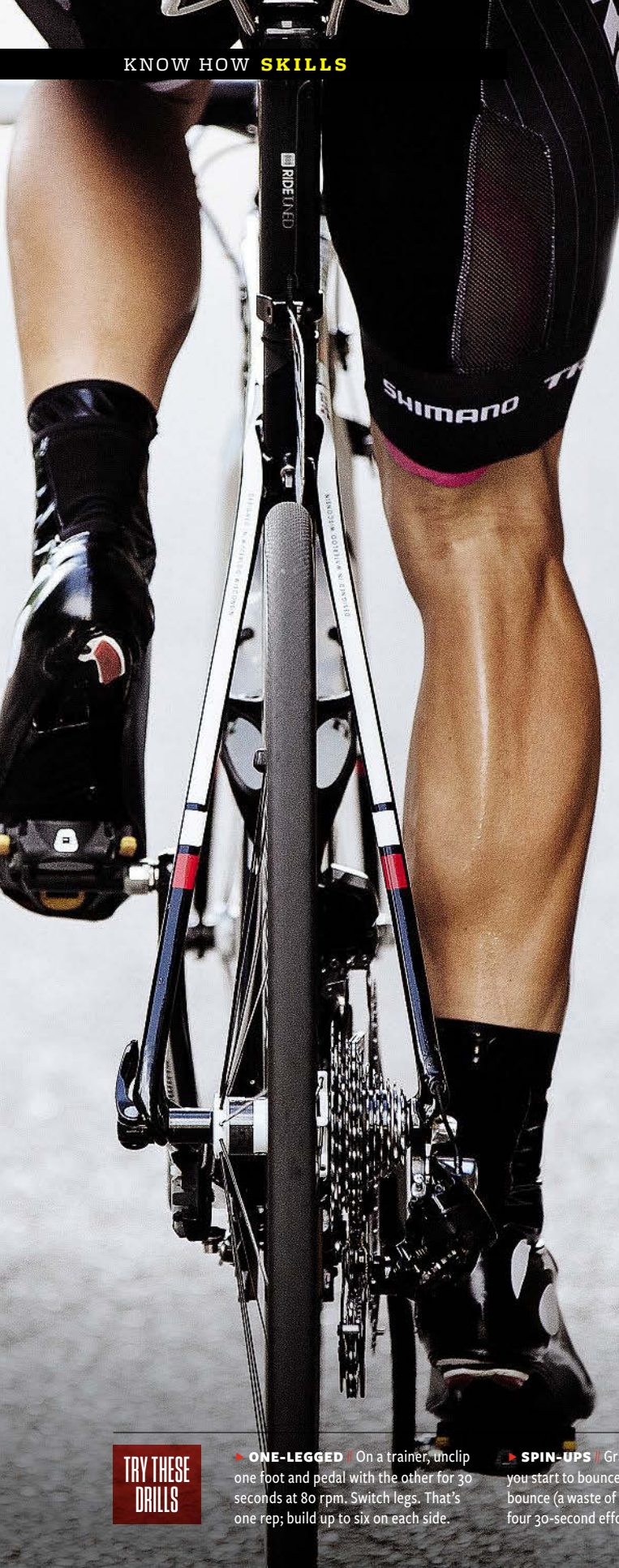


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CRANK IT UP

Spin smarter and get way more power every time you turn your pedals BY WHIT YOST



“Wattage is a result of how hard you push the pedals (torque) and how fast you turn them (cadence). If either factor increases while the other stays the same, power also increases.”

– JOE FRIEL

- ✓ **TRUE** | It's impossible to apply direct force in all phases of your pedal stroke and spin perfect circles.
- ✓ **ALSO TRUE** | It's inefficient to only push down on the pedals. Gain power by eliminating dead spots, points within each rotation in which no force is applied, often at the top or bottom.

4 PHASES OF A GOOD PEDAL STROKE: TOP, FRONT, BOTTOM, RECOVERY (UP).

GO HIGH

Riding at a **higher** cadence requires **less** force for the same amount of work. This means your **heart** pushes harder **than** your legs, which is **good** because leg muscles fatigue faster and take longer to recover. In other words, you use energy more efficiently.



BANISH DEAD SPOTS

Imagine scraping mud off the sole of your shoe at the bottom of your pedal stroke. At the top, think of trying to punch your toes through the front of your shoes. In the recovery phase, try to keep the upper part of your foot in firm, constant contact with the top of your shoe.

95 TO 105

RPM that experienced cyclists naturally settle into on long, flat rides – that's about 5 000 to 6 000 pedal turns an hour.

souplesse

French for a pedal stroke so smooth, elegant, and effortless, it mesmerises those lucky enough to witness it. See also: Fausto Coppi and, more recently, 1990s star Maurizio Fondriest. Legend says that Fondriest spent winters training in front of a mirror to perfect the way he pedalled.

TRY THESE DRILLS

► **ONE-LEGGED** | On a trainer, unclip one foot and pedal with the other for 30 seconds at 80 rpm. Switch legs. That's one rep; build up to six on each side.

► **SPIN-UPS** | Gradually increase your cadence until you start to bounce in the saddle. The goal: Eliminate the bounce (a waste of energy) while increasing cadence. Do four 30-second efforts with 2 to 3 minutes rest in between.

► **HIGH CADENCE** | Wind your rpm up to a point that feels uncomfortable but that you can maintain for 3 minutes. Aim for two 3-minute sets with 3 to 5 minutes of recovery in between.

EMILY MAYE

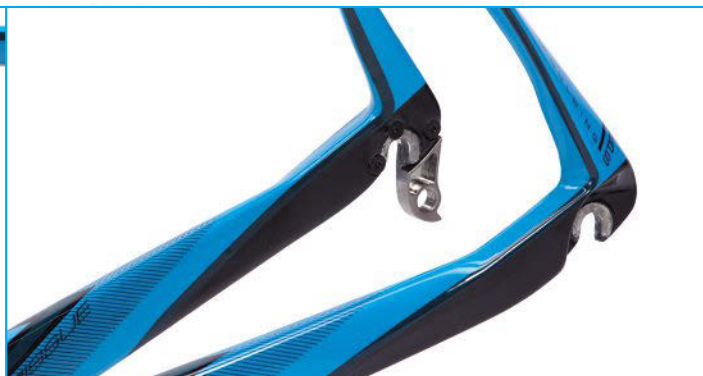
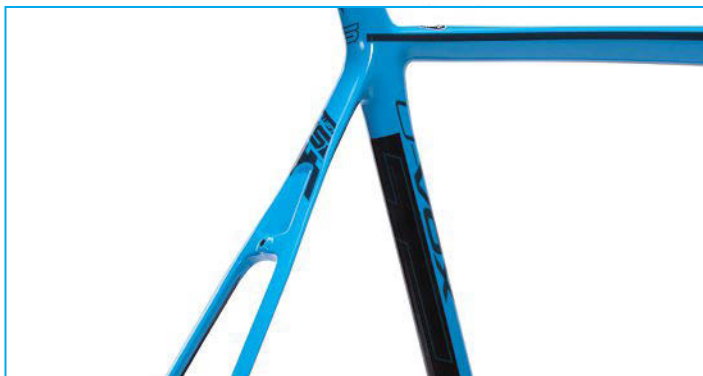
GREAT FEEDBACK FROM THE PROS, VERY LITTLE FROM THE ROAD.



- Ultravox Ti Cyan

■ Tuned seatstays reduce road buzz.

■ Titanium rear derailleur hanger for crisper shifting.



ULTRAVOX Ti

Often the harshest critic of a race bike is the athlete who is paid to race on it. That's why we were delighted (and relieved) when our pro team riders gave the Ultravox a big thumbs up. "Don't change anything!" they said. Of course we didn't listen. We picked their brains, then set to work in tweaking and refining the latest Ultravox to be even more responsive on climbs and in sprints, while still remaining rock-steady at high speeds and handling neutrally in corners. Plus it's tuned to offer control and compliance on the rough road surfaces encountered in World Tour races, and also in your backyard.

Discover the range at swiftcarbon.com.

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SWIFT
CARBON

PHAT OF A VERY HIGH STANDARD OR QUALITY (SLANG), EG 'THAT'S A PHAT BIKE'. – MSN ONLINE DICTIONARY

You're Never Too Old

JUST BECAUSE YOU'VE REACHED OLD AGE, IT DOESN'T MEAN YOU SHOULD FORGET ABOUT HAVING THE WIND IN YOUR HAIR.



IN COPENHAGEN, DENMARK, THREE YEARS AGO, OLE KASSOW WOULD REGULARLY RIDE PAST AN OLD-AGE HOME. Sometimes

he had his three daughters with him, taking them to school; sometimes he was alone. Most days he would ride past Thorkild Thim, a 97-year old former lingerie businessman and Royal Guard, who would sit on the bench outside the home and watch the world go by.

Mostly he watched the cyclists go by. For over 80 of the years Thorkild had been on the planet, a bike was his daily transport, a way of running his business, buying the groceries and visiting friends. When he could no longer do so, he retired to the old age home, but he missed the freedom of the bicycle.

One day, Ole stopped and talked to Thorkild. It was, wrote the wonderfully named Oli Broom in the *Guardian* in February, a “life-changing encounter for both men, as Kassow now spearheads a scheme that has captured the imagination of thousands of Danes, young and old; a scheme that is changing the way they think about old age. It’s called Cycling Without Age.”

Ole (if you’ve read his name and now can’t stop singing “Olé, olé-olé-olé”, do not fear; it happens to the best of us) told Oli (“Oli, oli-oli-...”): “Seeing this old guy sitting on his own every day outside a care home got me wondering if he used to cycle around the city, just like I do every day. The following week I borrowed a

cycle rickshaw from a friend and went to the care home to ask if he fancied going for a ride.”

The scheme grew, as Ole organised friends to take other old-age pensioners and care-home residents out for rides in the fresh air, along streets they had once travelled or were about to discover. Since August 2012, Cycling Without Age has grown into an organisation with bikes in 150 homes and more than 600 volunteer riders, who take the elderly out for rides on “a fleet of adapted Christiania cargo bikes, with two passenger seats up front, and even specially designed blankets... They enter their details on a simple booking system, and they can volunteer as often as they like. ‘We’ve got plumbers, architects, students, lawyers, retired professionals – people from all walks of life,’ said Ole. ‘The oldest is 86 and the youngest is 16.’”

The scheme is spreading, moving across Europe and the world, with royalty-free licences

“ ***I went to the care home to ask if he fancied going for a ride.*** ”

granted in the Netherlands, Italy, France, Germany, Sweden, Belgium, Chile, Australia, the United States, Switzerland, Argentina and the United Kingdom. Ole says he has had inquiries from 44 countries about Cycling

Without Age. The website (cyclingwithoutage.org) has a simple slogan: ‘The Right To Wind In Your Hair’. Some have less hair than others, you may joke, but there is little better than the feeling of movement, and the sensations of sight and sound.

“It’s about relationships; about reconnecting elderly [people] with their environment. Just because you move into a nursing home, does that mean you have to live in the past? I think you should be able to look forward to things for years to come,” said Ole. “The ‘pilots’ (as the volunteers are called) start building relationships with the people they are taking out for rides. Every time I take an old person out, I learn something, whether it be a life lesson or something I didn’t know about my own city.”

It’s a wonderful tale by Oli, a cycling writer, tour guide and cricket fan, who once rode from London to Brisbane for the Ashes, taking 14 months to get there. He knows the freedom of the bicycle, and writes beautifully about the simple joy of being unencumbered on two wheels. Along the way he played cricket with the national teams of Hungary, Serbia and Turkey, and from 2011 to 2013 ran a cricket charity in Rwanda. His book on his Ashes journey, *Cycling to the Ashes: A Cricketing Odyssey from London to Brisbane*, was described by Stephen Fry as “rather marvellous”, while Ian Botham joked it was “pathetic he didn’t cycle home again”.

Ole is making sure that the elderly think cycling is rather marvellous. **8**



Let's take this outside.

Time is running out to enter
the Fedhealth MTB Challenge!

The Fedhealth MTB Challenge at Meerendal Wine Estate on **5 and 6 September** offers something for the whole family. Mom and Dad can strut their stuff in the 15km, 35km or 60km events, whilst youngsters can ride in the 500m (0-6 years), 1,5km (6-8 years) or 5km (9-11 years) races. There's also live music, jumping castles, food trucks, amazing wines, free massages, and lots more to enjoy.

Pre-entries close on 24 August (kids' events) and 28 August (adult events), so visit www.fedhealth.co.za NOW to enter!

*Special discounts for Fedhealth members.



STILLWATER
SPORTS

FEDHEALTH
MTB Challenge



FEDHEALTH

[STAN ENGELBRECHT'S] MERCER 'BUITESTANDER'

WORDS: OLI MUNNIK | PHOTO: STAN ENGELBRECHT



Below the bottom bracket on photographer Stan Engelbrecht's made-to-order Mercer is a brass plate with the name of his exquisite bike: 'Buitestander'. "In Afrikaans, this means 'outsider' – an outcast of sorts, but the word play is too good to resist. And one of my birth names is Stander, like the surname, so it's all very appropriate. I want to be outside, forever, on my bike. Cast me out." Buitestander enables Engelbrecht's daily dose of exploration, adventure and discovery.

FOLLOW ENGELBRECHT'S ADVENTURES ON INSTAGRAM @STANENGELBRECHT

PARTS

The custom-built steel racks, again designed and fabricated by craftsman Dave Mercer, complement the frame perfectly. Bolting directly onto the stem's front plate, the front ('beer') rack is integration perfected. The rear rack is designed to carry up to 20kg, with extra water often being the heaviest component (as opposed to the kitchen sink, which Engelbrecht usually leaves at home!). An Ortlieb pannier bag system (not pictured) attaches to the racks and holds all of his travel essentials.

The fork is an Enve carbon CX disc fork that keeps his steering precise and helps to reduce weight. The alloy seat post, hand-painted stem and carbon handlebar are all Thompson; bar-tape and Arione saddle are Fi'zi:k. Bottle cage and carbon spacers are jokingly described as 'no-name brand'. Pedals are the everlasting platform Shimano XT.

FRAME

The beauty of Stan Engelbrecht's Buitestander, crafted from Columbus Life tubing, is the passion that radiates from every inch of its steel heart. This hand-built, hand-painted, made-to-order Mercer frame – only the 17th to leave Dave Mercer's Woodstock workshop – is modern in its simplicity.

From its humble, chainstay-mounted 'chain-hanger' – all but extinct on modern bikes – that



(frame continued)

keeps the chain taut when removing the rear wheel, to a 100%-custom rear brake-calliper mount that allows for a traditional steel rear end and disc-brake compatibility, this is a dream bike – in the truest sense. Engelbrecht dreamt it, and Mercer built it.

An interesting aspect is that the frame can be split in two, thanks to a set of SNS couplers with a male and female connection that's tightened via a threaded sleeve. Cable splitters allow the gear and brake cables to part without having to undo any of the bits. This makes the Buitestander quick and easy to pack for aeroplane or train journeys.

The artwork of the design, which features a host of intriguing illustrations, is by local artist Black Koki. Jared at the Bicycle Maintenance Company painstakingly carried out the actual paintwork. The attention to detail is remarkable.



WHEELS AND TYRES

African road surfaces are often rough, unpredictable, and have a tendency to eat rubber. So, when touring and 'adventuring', your tyres can be the cause of a lot of admin – you just have to think of the morale-sapping job of fixing punctures and sidewall cuts in 40-degree heat in the sticks. Not rad.

To ensure his rides are as hassle-free as possible, Engelbrecht switches between a set of 42C, semi-slick Continental Speed RIDEs, and the higher-volume Continental Top CONTACTs, which are 47C. Over and above their ruggedness, a great characteristic of these high-volume tyres is their ability to dampen road chatter, making the hours he spends on rutted roads much more bearable.

Engelbrecht runs Continental tubes rather than tubeless. For cruising around town, pressures are usually +/-45psi; but when fully laden, with front and rear panniers bulging, they can be as high as 70psi.

Wheels, too, must be bulletproof. Engelbrecht rolls on a set of 700C H Plus Son Archetype rims laced to DT Swiss 240s hubs, built with a three-cross lace by Rolf at Woodstock Cycle Works in Cape Town. The hubs have also been intricately hand-painted to match the frame, fork and stem.

GROUPSET

A 2x10 SRAM Rival compact drivetrain (with SRAM XO clutch rear mech for MTB) keeps the Buitestander up to speed as Engelbrecht cranks out the watts. Gearing is wide-ranging, allowing him to tackle (almost) anything thrown in his path. Braking is critical when fully laden – a set of Avid BB7 mechanical disc brakes, with 160mm discs, is up to the task. **B**

SOUTH AFRICA'S

33

**SWEETEST
MTB
TRAILS**

ANDRÉ VALENTINE

**ASKS THE COUNTRY'S LEADING
MTB EXPERTS TO SHARE THEIR
BEST TRAILS OF 2015 – SO YOU
CAN GIVE THEM A SPIN.**

PICTURED: HOT PROPERTY
Welvanpas has moved on
from humble beginnings
to become one of the
Western Cape's most loved
MTB trails.



TRAIL LEVELS

FROM ROOKIE TO PRO
HERE'S A GUIDE TO THE
SKILLS NEEDED



BEGINNER



INTERMEDIATE



EXPERT

If you throw a stone in Italy – so the saying goes – you'll hit 50 roadies. In South Africa, we don't throw stones – we ride over 'em. We're spoiled, with so many places to take our knobbies.

While all our trails are worth riding, some are more special than others, thanks to the hard work that's gone into building and maintaining them; and here, we doff our helmets to the country's hardworking trail builders.

We've convinced SA's top mountain bikers to spill the beans and share the best trails they've had the pleasure of gunning down over the last year. Here is *Bicycling's* definitive guide to the 33 best MTB trails and towns in South Africa.

WESTERN CAPE

JONKERSHOEK STELLENBOSCH

DISTANCES 15km, 30km

DIFFICULTY  

DESCRIPTION This commercial forest changes all the time, as it's continually being harvested. It has a lot of climbing, but it's worthwhile to get to all the single track.

CONTACT The Department of Forestry
021 866 1560

Entry: Day permit R40
www.capenature.org.za

"The Jonkershoek trails are tough to get to; there's only one way to enjoy them, and that's to make some vertical-altitude metres. Maybe that's why I enjoy them – you have to work to get there. But also because the trails are slightly more rugged, not always that manicured; and also, they give you the option to use higher-travel bikes!"

– ERIK KLEINHANS, PRO RIDER WITH TEAM RECM

G.SPOT AT EDEN PARADYSKLOOF MTB TRAILS STELLENBOSCH

DISTANCES 900m

DIFFICULTY 

DESCRIPTION Contrary to popular belief, finding the G-Spot isn't that difficult – it's hidden in plain sight in Stellenbosch. G-Spot is a short trail, accessed via the Eden/Paradyskloof MTB trails. The Eden trails themselves have downhill and single-track sections; but G-Spot is the crown jewel, and is packed with jumps, berms and tight single track.

CONTACT Stellenbosch Tourism
Entry: Entry is free

"Mark Gordon built this trail for the love of it, and he

still maintains it like it's the most sacred thing in the world. The trail itself is short, but this five- or six-minute ride is packed with action, berms and jumps. It's still my favourite sunset ride, with a lovely view over my beloved Stellenbosch." – EK

WELVANPAS WELLINGTON

DISTANCES 15km, 17km, 27km, 29km

DIFFICULTY 1 E

DESCRIPTION This trail is hot property in the Western Cape MTB scene. It's also evolving, as trail builders are constantly improving and adding, making it better every time. Pristine, well-maintained single track and the famous Bain's Kloof are some of the many reasons this trail is so highly rated.

CONTACT 021 864 1239

Mobile: 082 393 6268

Email: welvanpas@gmail.com

Entry: Day permit R40

www.welvanpas.co.za

"The black route and the white route are really well-built, flowing trails. The white is a bit more up-and-down, with a few rocky challenges; while the black route has one ascent a bit higher up the mountain, followed by a flowing descent. The sections through the pine forest feel like riding a roller coaster. The views are also amazing."

– ARIANE KLEINHANS, ABSA CAPE EPIC WOMEN'S CHAMPION, PRO RACER WITH TEAM RECM

CAPE PINE MTB TRAIL

GRABOUW COUNTRY CLUB

DISTANCES 10km, 30km, 40km

DIFFICULTY B 1 E

DESCRIPTION Made up of jeep and single track, these trails offer something for all levels of rider, and are safe to ride in wet or dry weather.

CONTACT Greenway Eco Cycling

Tel: 082 220 0002

Email: info@greenwayecocycling.co.za

Entry: Day permit R20, annual permit R200, annual family permit R300 (for four people)

facebook.com/pages/Greenway-Eco-Cycling

"Old-school pine forest single track.

Narrow, grippy trails with flowing corners, and nice tight technical sections to keep you on your toes!"

– RENAY GROUSTR, PRO RACER FOR TEAM RSA WEB

GARDEN ROUTE TRAIL PARK KARATARA

DISTANCES 10km, 13km, 16km, 24km

DIFFICULTY B E

DESCRIPTION 20km of man-made single track and three permanent trail builders working five days a week, ensuring exciting new challenges every time you visit.

CONTACT Rob Dormehl

Mobile: 082 802 8103

Email: info@gardenroutetrailpark.com

Entry: Day permit R100, family day permit R240

gardenroutetrailpark.com

"Perfectly manicured high-speed trails, winding through the indigenous forest. These trails have amazing flow and are expertly built, giving a rider the confidence to carry more speed than you might normally through an unknown trail. There are many berms and jumps, to keep you entertained for hours." – RG

TOKAI FOREST

DISTANCES Multiple

DIFFICULTY B E

DESCRIPTION Although out of commission because of the fires that ravaged the Cape Peninsula in March, everyone in the Mother City is waiting patiently (well, not so patiently) for Tokai to reopen. Part of its appeal is that it offers many routes, catering for all levels of skill.

CONTACT Tokai MTB

Email: trails@tokaimtb.co.za

tokaimtb.co.za

"Although not rideable right now, Tokai is where I grew up, and learning to ride a bike in the area has created a soft spot in me for that kind of riding. It's not flowing, but rather slow and technical, breeding good bike-handling skills when ridden over and over again." – RG

TABLE MOUNTAIN MTB TRAILS CAPE TOWN

DISTANCES 26km (total)

DIFFICULTY B 1

DESCRIPTION Tokai MTB refugees have moved to Table Mountain to get their off-road fix.

The riding is mostly jeep track, with some single track to keep it interesting. You can access the mountain from many points across Cape Town's southern suburbs – and commute to the city centre.

CONTACT Table Mountain Bikers

Mobile: 083 631 9796

Email: ride@tablemountainbikers.co.za

Entry: Free entry (for now – at least until SanParks finalises its TMNP Management Plan).

"The views all around are fantastic, and I never tire of watching the afternoon traffic crawling out of the city as I ride my favourite route to the King's Blockhouse. There is a lot of climbing involved, and you need a moderate to good level of fitness to enjoy yourself. For the beginners there is the single track under the oaks at Rhodes Memorial, while more advanced riders have the single track between the Blockhouse and Plum Pudding Hill."

– ROBERT VOGEL, FOUNDER OF TABLE MOUNTAIN BIKERS

GROENLANDBERG ELGIN

DISTANCES 22km

DIFFICULTY 1

DESCRIPTION Constantly

undulating with magnificent views, this one may not test you technically, but it will test your fitness. Perfect for those who love climbing.

CONTACT Cape Nature

Tel: 021 866 1560

Entry Requirements: Conservation fee adults R40, children R20

capenature.org.za

"This is my favourite route to ride in the Elgin Valley. It's remote, rugged and a tough climb to reach the top. Once you've made it, though, the views all around and the sense of achievement make it worthwhile."

– RV

GREYTON MTB TRAILS

DISTANCE 13.5km, 18km, 21km, 25km, 35km, 38km

DIFFICULTY B 1 E

DESCRIPTION With routes tailor-made for every kind of mountain biker, this network of trails offers six colour-coded trails. Some routes are for climbers, others are for more technical riders; and some offer a bit of both.

CONTACT Andrew White

Email: andrew@greytonmtb.com

Entry: Day permit R40, PPA members R20; annual permit R300, PPA members R150

"This network of tracks just seems to grow and grow, and I find the combination of easy, family-orientated riding and tough and rugged single track an ideal combination for a weekend away with the family." – RV

RHEBOKSKLOOF PAARL

DISTANCES 14km, 21km

DIFFICULTY 1

DESCRIPTION There are two loops to choose from, but you can do both in one go if you fancy a bit of a marathon. There's a lot of single track, and if you want to, you can extend your ride further into the

READERS' HIT LIST

WE ASKED YOU FOR YOUR FAVOURITES – AND YOU SAID...

- 1/ "Jonkershoek – wide variety of trails for all levels of riding, and the vistas are just breathtaking." – MORNE OOSTHUIZEN
- 2/ "The Big Red Barn – a bit of everything, with a stunning setting. Berg & Bush's Bezuidenhout pass and Sani2C's Umkomaas drop – breathtaking!" – HEATHER SLABBERT
- 3/ "Sani2C day two descent into the Umkomaas valley." – MURRAY VAN SCHALKWYK
- 4/ "Must be Welvanpas in Wellington! Best-groomed, perfectly laid-out single tracks. Will be the standard to which all trails will be compared." – CHRISTO DE JONGE
- 5/ "Kammanassie berge..." – CHOPPIES ANDRIE POTGIETER
- 6/ "Paul Cluver, Oak Valley and Bottelary Hills." – JC KRUGER
- 7/ "Van Gaalens – got a bit of everything. Tough climbs, short/long climbs, awesome single track, bush tunnels, riverside single track, you can make it as tough or easy as you want, and vary the distances to whatever you're up for." – DERRICK HEPBURN



LEFT: A BIT OF EVERYTHING From Paul Cluver to Oak Valley, Grabouw has a number of trails offering fresh challenges, and everything else a mountain biker wants in a trail. RIGHT: SLAYING THE DRAGON 100km of trails on the majestic Drakensberg – the perfect MTB quest.



Paarl mountains.

CONTACT Louis Ferreira

Email: lf@paarlmtnb.com

Entry: Day permits R35, PPA members R30; annual permits R300, Paarl MTB members R220

“The emphasis here is on flowing single track. You need to expend a bit of energy to get to the top of Paarl Mountain; but once there, the trails take you back to the valley floor the longest possible way. Rhebokskloof is like a rollercoaster for mountain bikes. Lots of flowing corners, bush tunnels, and even a cave to ride through.” – RV

HEMEL EN AARDE HERMANUS

DISTANCES 5km, 15km, 25km, 35km
DIFFICULTY B 1

DESCRIPTION Not for beginners, but a venue you aspire to get to once your skills have been honed. There are four colour-coded routes to choose from, with pristine views, searing climbs and fast single track awaiting you.

CONTACT Jan van Schalkwyk
Tel: 082 850 1062

Email: info@euodiacycles.co.za
Entry: Day permit R40, annual permit R350

hermanusadventures.co.za

“Single track is what mountain bikers crave, and here you’ll find plenty of it. There’s flowing single track that runs along the Onrus River, and nasty climbs on the slopes of fynbos-covered mountains. You have time to check out the views and just ‘go with the flow’ on the single-track

descents. This trail network also seems to be constantly evolving, and is worth coming back to regularly.” – RV

SOUTHERN CAPE HARKERVILLE FOREST

DISTANCES 12km, 14km, 16km, 23km

DIFFICULTY B E

DESCRIPTION Many riders say Harkerville is the country’s MTB mecca. Located between Knysna and Plettenberg Bay, it boasts four colour-coded circular routes catering for easy riding, to fast-flowing single track, to an adventure through indigenous forest. All four routes start and finish at the Garden of Eden, on the N2.

CONTACT 044 532 7770

Entry: Permits (South Africans R38, everyone else R150) available at the Garden of Eden kiosk or Kranshoek Road Gate
visitknysna.co.za/information/cycle-knysna/harkerville-mtb-route

“The 23km Red Route is probably one of the most popular rides in the country, and one of my all-time favourites. It incorporates indigenous forests and a coastal clifftop section of single track that’s absolutely beautiful. The route can take anywhere from one hour 15 minutes to four hours, depending on your fitness and technical skills level. The 16km Green Route is my

‘bread and butter’ one-hour ride – it goes through the same indigenous forests, but without the technical coastal section, and climbs back to the start.”

– KEVIN EVANS, ONE OF SA’S MOST SUCCESSFUL PRO MOUNTAIN BIKERS

GAUTENG GREAT WALL MY CHINA

DISTANCES 8km

DIFFICULTY E

DESCRIPTION This forms part of the route for both JoBerg2c and Berg & Bush, and is renowned for being technical as well as having the most magical views as you drop into KwaZulu-Natal. It’s a thrill a second, which you’ll only experience if you sign up for either of these two stage races – worth it just for those eight kays.

“I have fond memories of dropping down the escarpment from the ‘Great Wall My China’ to KwaZulu-Natal. It’s almost as if this trail wasn’t built; it seems natural. But the switchbacks, speed and concentration needed make this one of my favourites.” – EK

CENTRAL PARK TRAILS

DISTANCES Up to 42km

DIFFICULTY 1 E

DESCRIPTION Just a stone’s throw away from Sandton, and

made up of a mixture of single track, jeep track and rocky sections. It offers a variety of trails for different skill levels and is also under constant development, bringing a new challenge whenever you visit.

CONTACT

Email: centralparktrails@gmail.com

Entry: Day pass R40 (open Saturday and Sunday only)

centralparktrails.co.za

“A roller-coaster ride through forests and grassland, as well as a trail skirting six dams. It’s not flat, and close to 500m of ascent is attainable, but without it feeling hilly. There is wildlife on the property, including wildebeest, zebra, springbok and blesbok, with loads of birdlife.”

– NIC WHITE, FORMER PRO ROAD CYCLIST, NOW SPORT DIRECTOR FOR TEAM EUROPCAR SA AND CONSULTANT FOR WHITE INC.

HERO ADVENTURE PARK HEIA SAFARI RANCH

DISTANCES Up to 40km

DIFFICULTY 1 E

DESCRIPTION This is a network of trails that interlinks to give you a full MTB experience. The full loop has everything you want in a trail: single track, river trails, steep climbs, and a floating bridge.

CONTACT Hero Adventure

Mobile: 083 384 2976

Email: info@hero-adventure.com

"This park is part of a breathtaking environment. The undulating landscape is filled with a variety of open spaces, fields, forests, game; and to top it all, possesses one of the cleanest lakes in South Africa. With a variety of trails available, and running, riding, hiking, swimming and canoeing, there's something for everyone." – NW

BRAAMFONTEIN SPRUIT

DISTANCES Up to 40km
DIFFICULTY 1
DESCRIPTION Situated in the middle of Johannesburg, the Spruit offers up to 40km of riding, with single track being the predominant feature of this trail.
CONTACT John Kruger
Email: jkruger@jhbcityparks.com
Entry: Free public access from 6am to 6pm
www.joburg.org.za

"The tracks are gentle and easy to ride. It has a well-worn path on which you can spend most of the ride without crossing over a road (though you do cross under one). A round trip of close to 60 kilometres is possible, if you include a lap of Delta Park. It's fun, it has some challenging sections, and it's right under our noses when we're sitting in our cars in traffic." – NW

ROSEMARY HILL PRETORIA

DISTANCES 6km, 10km, 27km
DIFFICULTY B E
DESCRIPTION There's a trail for everyone at this venue, even your toddler. Single track and jeep track, but also unique terrain like a camber bridge and a roundabout. These trails are modified all the time, so expect new challenges every time you go out for a ride.
CONTACT Thomas Franken
Tel: 012 802 0052
Mobile: 083 252 3799
Email: thomas@rosemaryhill.co.za
Entry: Day pass R30
rosemaryhill.co.za

"The amount of work going into the trails here is mind-blowing, and every time I go there they have something new to offer. Most of the riding is single track, with long bridges over dams. It's not technical if you ride it at a slower speed; but the faster you go, the more you have to concentrate."
 – CHERISE STANDER, PRO RACER FOR TEAM RECM

KWAZULU NATAL

CASCADES PIETERMARITZBURG

DISTANCES 3km (DH), 6km (XCO), 74km, 95km
DIFFICULTY 1 E
DESCRIPTION Cascades has become South Africa's premier MTB venue, hosting both World Cup and World Championship events. There are plenty of routes to choose from, including a downhill run, marathon route and cross-country loop.
CONTACT Nick Floros
Mobile: 082 776 1101
Entry: Free entry

"I come from a cross-country background, so the technical stuff will always appeal to me. There are high-speed bermed sections with off-camber parts, as well as the infamous rock gardens and drop-offs, which test you to the limit. Riding the course without fault makes for a huge sense of achievement." – RG

THE NORTHERN BERG TRAILS BY ALL OUT ADVENTURES, NORTHERN DRAKENSBERG

DISTANCES 10km, 17km, 27km
DIFFICULTY B E
DESCRIPTION With 100km of trails across the Drakensberg open all year round, Northern Berg Trails offers routes for all ability levels. Choose between four routes, or interlink them, and enjoy varying terrain including single track, jeep track, bridges and steep climbs.
CONTACT 036 438 6242
Mobile: 072 386 1344
E-mail: info@alloutadventures.co.za
Entry: Day pass R100, multi-day pass R180 (up to five days)

"There are some breathtaking sections high in the 'Berg, through protea forests, river beds and grassland, with bridges connecting them. Plenty of flowing downhill and challenging uphill, as well as some friendly valley sections that the whole family can enjoy. I have had a few trips to this part of the country, and would recommend to anyone to take the opportunity to travel to the All Out Adventure centre and get your trail pass!" – NW

HOLLA TRAILS BALLITO

DISTANCES 13km, 15km, 25km,

27km, 44km, 48km, 72km, 82km

DIFFICULTY B 1
DESCRIPTION 11 colour-coded trails catering for all skill levels. Beginners can find their feet on the 15km Green route, and seasoned racers can test themselves on the 82km Monster Black route. Terrain is varied, but you can count on there being single track, various levels of climbing, jeep track and exhilarating descents.
CONTACT
Mobile: 082 899 3114
Email: trailmaster@hollatrails.co.za
Entry: Day pass adults R50, children R30
hollatrails.co.za

"I love the diversity that Holla Trails has to offer. You can do long rides that take you up to five hours, with open gravel roads and a huge amount of climbing – ideal for base training and group rides. Then you get shorter loops that consist mainly of single track; it varies in difficulty, and the higher the speed, the more technical it gets. The nature is beautiful, and the single track is well looked after." – CS

KARKLOOF PIETERMARITZBURG

DISTANCES 6km (XCO), 10km, 20km, 30km
DIFFICULTY B 1
DESCRIPTION There are four options, including a 6km XCO route that is 95% single track. A full house of terrain specs ensures fulfilling experiences for all types of mountain bikers.
CONTACT Anita Turvey
Email: anita@dekosa.co.za
Entry: Day pass R40, annual membership R500
www.karkloofmtb.co.za

"Hilton Turvey is probably one of the best trail builders in SA and he co-owns Karkloof bike park with his dad, which automatically means you get some 'sick' riding in this park. The trails that you find at Karkloof are sandy, loose and technical, keeping you focused for the whole duration of your ride. After two hours of riding your bike in the park, you're exhausted, mentally and physically. You also get to see some magical waterfalls." – CS

CLEARWATER TRAILS SOUTH COAST

DISTANCES 4km, 6.8km, 19.9km
DIFFICULTY 1
DESCRIPTION This network of

BEST NEW TRAILS

SAINT IVES MTB PARK KWAZULU-NATAL

DISTANCE: 600m, 1.2km, 1.3km, 4km, 6.3km
Difficulty: B I E
DESCRIPTION: These trails will be a hit with all riders visiting the St Ives Lodge and Restaurant. They have catered for almost everyone, with an XCO route, a downhill, and even a 4km family route. If you really want to test yourself, you can combine all the routes into a 12km speedfest.
CONTACT: 033 234 4490
EMAIL: reservations@stives.co.za

BLOEMENDAL MTB TRAIL WESTERN CAPE

DISTANCES: 8km, 12km
DIFFICULTY: I E
DESCRIPTION: This is part of Tygerberg MTB Trails and is maintained by the Tygerberg MTB Club. There are many ways to ride this trail, as it's closely bordered by Majik Forest, so you can detour off the trail and then make your way back on. There's single track, a pump track, and forestry road to keep you entertained, while leg-searing climbs test your fitness.
CONTACT: 079 693 3177
EMAIL: info@tygerbergmtb.co.za

HELDERBERG TRAILS WESTERN CAPE

DISTANCES: 2km, 3km, 10km, 12km, 1.4km (DH), 1.5km (DH)
Difficulty: I E
DESCRIPTION: These have gone through a major overhaul that have seen more trails being created, including two downhill trails.
CONTACT: Jan 082 850 1062
EMAIL: jan@steilte.co.za

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trails has a family-oriented set-up. There are various colour-coded routes to choose from, but if you ride there regularly you can start adding personal tweaks to create your own adventure. There are also braai facilities, and other activities, such as fishing.

CONTACT Natalie

Mobile: 083 549 6710

Email: info@clearwatertrails.co.za

Entry: Day pass adults R40, kids R20
clearwatertrails.co.za

"This must be the bike park with the most amazing views in the country. You have to do a fair amount of climbing to get to the viewpoints, but once you get there, it's breathtaking. Going back down the mountain there are some rocky downhill for experienced riders, but B-lines for people who don't feel that confident on their bikes just yet." – CS

MPUMALANGA

SABIE MTB TRAILS

DISTANCES 6km, 13km, 15km, 25km, 30km

DIFFICULTY 1 2 E

DESCRIPTION Five routes to choose from, and terrain filled with leg-searing climbs, single track, and fast descents. Slippery when wet, so use proper knobbies.

CONTACT Merry Pebbles Resort
Tel: 013 764 2266

Entry requirements: Permit R30 (1-2 days), R60 (3-5 days)
www.sabie.co.za

"A lot of care has gone into these hand-built trails. Fantastic, flowing single track swimming through the trees, a climbing-and-descending flavour, and lots of pine forest." – NW

BEST TOWNS

PLANNING A HOLIDAY? WANT TO INCLUDE YOUR MOUNTAIN BIKE? THEN THESE TOWNS ARE EXACTLY THE SORT OF PLACE YOU WANT TO VISIT FOR AN EXCITING CYCLING HOLIDAY.

GRABOUW / "Grabouw is just over the mountain from Stellenbosch, but it feels like entering a different country when I go there. The mountains there give me a bit of a homey feeling. Oak Valley and Paul Cluver have superb trails, and the bridges add something different to the riding, especially when it's wet – you just keep your fingers crossed that there's chicken wire on the next one as well! But my actual favourite piece in Grabouw is the rocky section of the Xterra route – I like that slow, tricky stuff." – AK

STELLENBOSCH / "There's a reason so many foreigners come to this town to ride their bikes. Great trail riding in pretty mountains, and a coffee shop is never far away. The Neverending Story and the Fire Hut Trail in Jonkershoek make up my favourite home loop. If I want a bit more of a challenge, then I ride up and down the Canary, or the downhill course (riding around the big jumps, though! G-Spot in Coetzenberg is our little mountain-biker playground, I often finish my ride with this one just to go home with a smile on my face." – AK

ELGIN VALLEY / "Here, you'll find so many types of trail and route options, you'll have to come back again and again to explore the valley. The Grabouw Country Club offers everything from kays of flowing single track under the pines to lung-busting climbs up the Nuweberg. Oak Valley has manicured single tracks and riverine descents, Paul Cluver has the Pofadder, Mamba, Boomslang, and the bridges in the amphitheatre. For something a little bit more rugged, explore the Lebanon trails from Oak Lane Cottages. I spend a lot of time riding in the valley with friends who live here, and it never gets boring – that's how many trails there are to ride." – RV

UMKOMAAS / "Farmer Glen's descent, which takes you into the depths of the Umkomaas Valley, is without doubt the most iconic section of single track

in South Africa, and a firm favourite of mine. Over the years I've been fortunate enough to race down it six or seven times. For those of you who have yet to pin it down the Umko, best you add it to your bucket list."

– OLIVER MUNNIK, former pro, and *Bicycling* gear editor

MUSINA / "Limpopo is diverse, and offers many different types of landscape. Riding free along tracks made by animals... I've enjoyed this by riding the Wilderness Safaris Tour de Tuli, which involves cross-border riding and is held only once a year, but you can take regularly-available trips into Mashatu, Botswana. If you choose your event carefully, you can see some big game on your bike, while riding on game farms with natural bushveld vegetation, as well as dusty and rocky trails." – NW

DURBANVILLE / "I recently joined the Tygerberg MTB Club and have been riding their vast network of trails, which link a number of farms in the Durbanville area outside Cape Town. Buying membership supports trail building as well as maintenance, meaning that the single tracks are kept in good condition, making for great riding. Another reason the Club works for me is that I can ride there with my girlfriend (who is new to cycling), as the area offers a variety of graded trails to suit different abilities." – OM

KNYSNA/PLETT / "Ride from Plett out through Uplands to Buffelsnek on the Uniondale Road, then head down the Petrus se Brand trail – another trail you can ride in the heart of the indigenous Knysna forests, from Diepwalle Forest station all the way down to the Garden of Eden. From there I head back to Plett via the airport road. You will need to pop into my shop (The Bike Shop, 26 Main St, Plett) for me to show you this route if you're keen, because it's not marked; but it's a super ride, and at 100km it's not for the unfit! It's scenic, and good for the soul. (If you're lucky, you may even see the elusive elephants!)" – KE B

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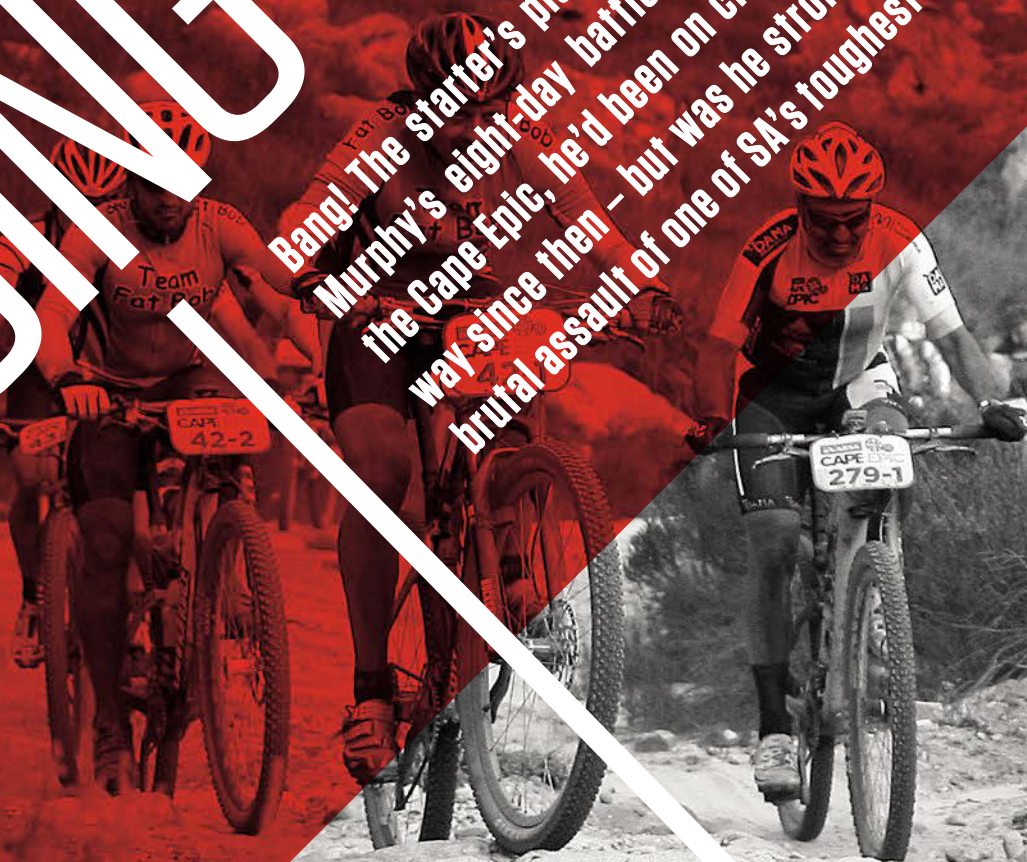
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GOING TO WAR

Bang! The starter's pistol fired the opening shot in Mark Murphy's eight-day battle. When he decided to take on the Cape Epic, he'd been on crutches. He had come a long way since then – but was he strong enough to survive the brutal assault of one of SA's toughest athletic challenges?



WORDS MARK MURPHY



FROM WHEELCHAIR TO SADDLE: A year earlier, Murphy (left, with partner Gavin Klerck) was recovering from a knee op; now, he's on a bike – taking on the world's toughest MTB stage race.

It takes a special kind of person to survive the Absa Cape Epic – a race that will take you to places so dark, you'll need a 5 000-lumen light to find your way out. You will suffer up back-breaking climbs and white-knuckle it down death-defying descents. Each day sees riders cross the line bruised, battered and broken – and that's just the pros. The backmarkers resemble the walking wounded. What chance do mere mountain-bike mortals have of survival? MTB everyman Mark Murphy decides to find out.

LEFT: It's a long road from wheelchair to Cape Epic conqueror. **BELOW LEFT:** Lip service: After months of sacrifices to get fighting fit, an emotional Mark kisses his wife and son soon after crossing the finish line. **BELOW:** Yes, we did it! To go to war, you need the right partner – according to Mark, Gavin's the man you want by your side.



My story begins on March 2014, at the finish line of the Absa Cape Epic. Hobbling around on crutches to welcome my friend Dominic over the line, I was the furthest thing from a super-athlete you could find. I was fresh out of knee reconstruction and ligament replacement for the third time; but I wasn't the only person struggling with pain that day.

Let's rewind: in January 2013 I decided to get into mountain biking, to get my legs strong and prepped for an ACL and bone-repair knee operation. I fell in love with riding and started entering stage races to fuel my new-found passion. While I was strengthening my legs for my operation, the old competitive sportsman in me came to the fore.

So in March 2014, watching these mountain bikers cross the line, I vowed that I'd be at the start line in 2015. I had a year to get strong enough to tame this beast – eight days of the world's toughest mountain-bike race. But every ride starts with one step – and mine was to get buy-in from my wife. She said yes. The second step was to become fighting fit. There was just the small matter of being on crutches...

I realised that for an ordinary mountain biker like me to survive the Epic, there were three crucial elements to get right. Firstly, an understanding and supportive wife. My family had to make a number of sacrifices while I was preparing for battle. Secondly, my training had to be spot-on. If I had no battle plan, I wouldn't make it out of the trenches. Finally, I needed the perfect wingman; and I found a more than able comrade in Gavin Klerck – he's a man you want by your side when you go to war.

It would take three months before I'd be back in the saddle, and thanks to the Grucor team at the Sports Science Institute – and to TJ Malherbe, my physio, who worked me like a staff sergeant – by the end of July I was riding to the Blockhouse on the slopes of Table Mountain. This was a truly remarkable recovery from a serious knee operation. With this excellent progression and from my store of muscle memory, I was able to ride freely from August.

It was now time to sit down with our wacky scientist and training coach, Ian Rodgers. Gavin and I had decided that we



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WEEK'S RIDING	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY
LOOSENER	90 MIN 1ST RIDE OF THE WEEK OR ON THE IDT FOR AN HOUR	90 MIN 1ST RIDE OF THE WEEK OR ON THE IDT FOR AN HOUR	90 MIN 1ST RIDE OF THE WEEK OR ON THE IDT FOR AN HOUR	90 MIN 1ST RIDE OF THE WEEK OR ON THE IDT FOR AN HOUR	90 MIN 1ST RIDE OF THE WEEK OR ON THE IDT FOR AN HOUR
INTERVALS	8X2 MIN ZONE 2 (150-230W)	8X3 MIN ZONE 3 (230-300W)	10X6 MIN ZONE 4 (300-330W) 5MIN RECOVERY	8X5 MIN ZONE 4/5 (320-350W) 5MIN RECOVERY	10X6 MIN ZONE 4 (300-330W) 5MIN RECOVERY
TEMPO	2 HR ZONE 2	1.5 HR TEMPO RIDE (230-300W)	2 HR TEMPO RIDE LOW ZONE 3 (230-300W)	2.5 HR IN ZONE 2 CLIMBS IN ZONE 3 1800M CLIMBING	2.5 HR IN ZONE 2 CLIMBS IN ZONE 3 1800M CLIMBING
SATURDAY DISTANCE	3-4 HR ZONE 2 1500M CLIMBING	3 HR ZONE 2 (175-230W) 1500M CLIMBING	5 HR ZONE 2 (175-230W) 1800M CLIMBING	6 HR ZONE 2 (175-230W) ZONE 3 ON CLIMBS 2000M CLIMBING	6 HR ZONE 2 (175-230W) ZONE 3 ON CLIMBS 2300M CLIMBING
SUNDAY DISTANCE		2-3 HR ZONE 2 1200M CLIMB ON ROAD	3.5 HR ZONE 2 1200M CLIMB ON ROAD	4 HR ZONE 2 1200M CLIMB ON ROAD	4 HR ZONE 2 1200M CLIMB ON ROAD

were going to give this Epic everything we had, and the starting point was to get structured coaching and an intensive training schedule from one of South Africa's most experienced cycling coaches.

It was smartly worked out according to the time we were able to commit each week. As dads and working men, we had to balance our training with our duties: getting children to school, business trips up-country; and weekend family time.

Our serious regime started in October, five months before the big event. In November we tackled Wines2Whales, which helped me regain some racing legs, but Gavin was still streets ahead of me. Fortunately, coming from such a low base, my fitness curve would be faster.

To start our 'army basics' training, Ian made me do a maximum threshold test on a stationary Wattbike, to see what I was capable of and how far my power and heart rate were able to extend. This was a very tough workout, and not one I enjoyed. There were two more in the next five months – each was 30 minutes of pure torture, and being prepared to sit in the hurt locker for at least 19 of those 30 minutes.

From January we started ramping it up, with more back-to-back riding sessions. We would do a Tokai Mast ride before work. This allowed us to get climbing and some distance in during the week. (We're fortunate in Cape Town to enjoy one of the meccas of mountain-biking terrain.) For about two months before the race we devoted six hours on Saturdays and four on Sundays to the cause. This took its toll on family time, even with the 5:30am starts,

but these big rides with loads of climbing were vital to the training programme.

If I had to pin down the most important factors to focus on, they would be the intense interval session during the week (10x5min at 300w) and the back-to-back long rides with as much climbing as possible. My Saturday used to include Tokai Mast, Noordhoek Peak, Die Ou Wa Pad, Chappies, Suikerbossie and Geneva Drive from Camps Bay to the Cableway. A tough 110km training ride, but one of the most beautiful rides you can do.

TAP ON, TAP OFF

Choosing your partner is as important as your preparation. There are many vital facets to finding the perfect pairing. Firstly, it's important you get on as friends. When there is mutual respect, you are able to understand the differences between the two of you a whole lot better.

Secondly, you need to develop an understanding for one another's riding skills, strengths and shortfalls. I'm 10 kilograms lighter than Gavin and will always have an advantage on long and exceptionally steep climbs – that's just science. On the flip side, Gavin is a beast on the flats and on the rolling climbs, where his power kicks in. We both know that's my cue to tuck in and sit on his wheel as he drives us through the terrain; but I still have to give my partner a rest and get on the front, to save his legs for later in the stage.

Just like people who lurk in the 50 *Shades of Grey* world need 'safe' words, you and your partner need a key phrase that you both

understand as the warning to slow down. It's a recipe for total disaster if one rider continually drives the nail into the weaker partner. Our quick-fire words were "tap off". It might only be the slightest easing up of the pedal stroke, but it makes all the difference to the rider who is feeling the pain. It will certainly save you both as the day unfolds.

Thirdly, do your best to find a partner of similar ability and strength to you. In a 120-kay stage you will both have separate times when you feel as strong as a lion or as meek as a mouse. The key is to ride to the person who is feeling weaker. The balance will inevitably shift – the Epic, after all, is a great equaliser.

Given constant conversation en route, you will have a clear understanding of how your partner is feeling and what power you can exert on the pedals. With an hour to go, you can both make a call on how hard you want to finish the day's riding. But the decision has to be an agreed pace, to see you over the line – and with the next day's challenges in mind.

As painful as it is to be out there for more than seven hours at a time, we do this to have fun. The tough training sessions set out by Ian were often daunting, but both Gavin and I went about our tasks with drive, purely because we love the bike.

I have never regretted getting up for a ride; I've only regretted not getting up. **B**

* With the support of his wife, the science of his coach and the camaraderie of his riding partner, Mark conquered the 2015 Cape Epic, finishing in 167th position overall and 47th in the Masters category. For the sweat-soaked details of Mark's adventure, check out his blog on www.bicycling.co.za.



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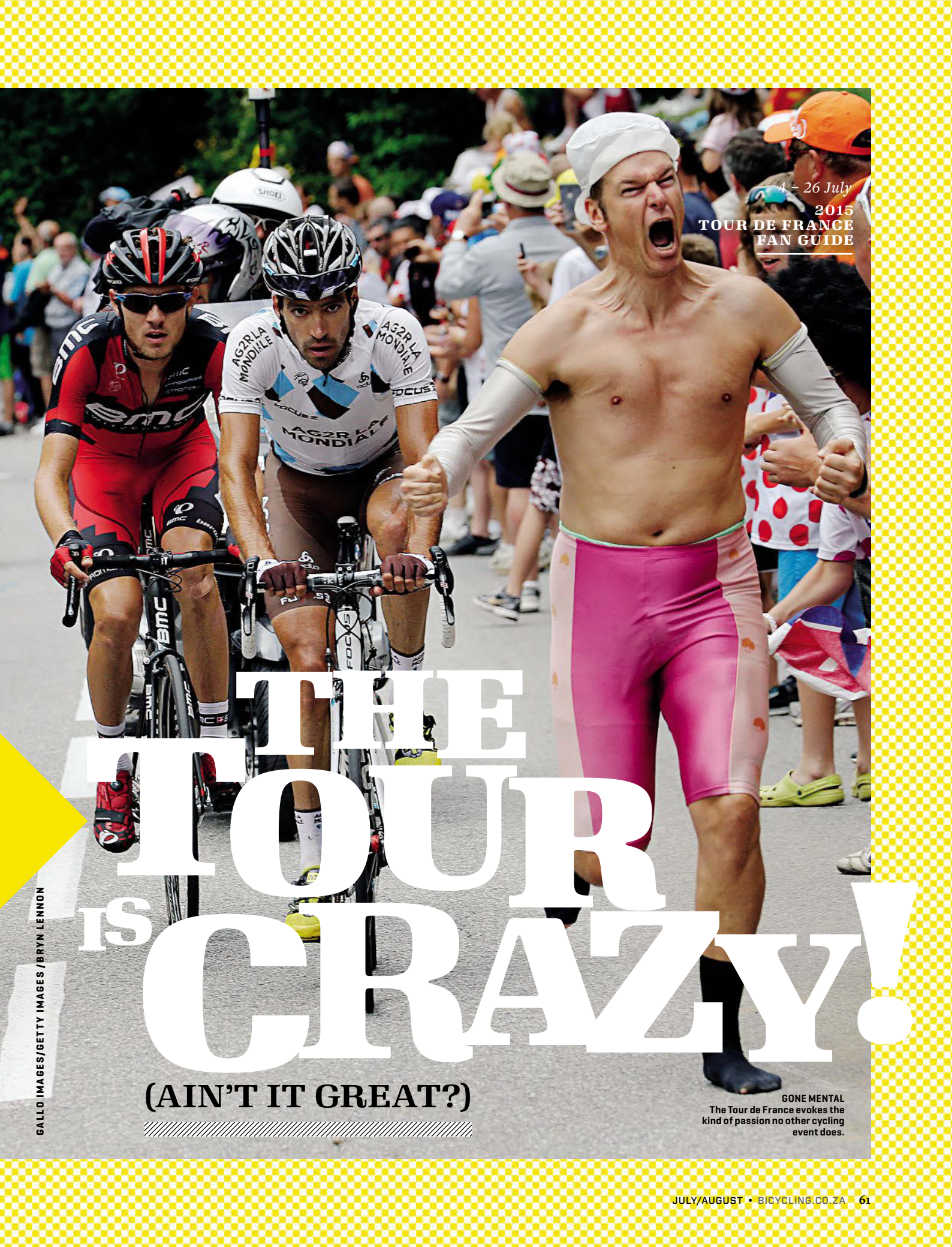



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TOUR DE FRANCE
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A TWO-TIME CHAMPION WHO HASN'T WON A TOUR SINCE HE WAS STRIPPED OF HIS THIRD VICTORY, FOR DOPING ★ AN UNDER-FIRE TEAM WITH A CHAMPION WHO CAN'T FIND HIS FORM ★ TWO TIME TRIALS IN ONE WEEK ★ A QUEEN STAGE RIGHT AT THE DEATH ★ SPRINTS ★ CLIMBS ★ COBBLES ★ NOTHING IS CERTAIN ★ EVERYTHING IS POSSIBLE ★ THIS IS WHY WE LOVE JULY.

WHAT ARE THE CHANCES?

Our ranking of the overall Tour de France contenders – using an (almost) entirely scientific formula

BY WHIT YOST, JOE LINDSEY AND ANDRE VALENTINE

Punditry is easy, especially when you're not being scored after the fact. This year, rather than rely on opinion to determine who will excel at the 2015 Tour de France, *Bicycling* analysed the form book and skill levels of each contender to try and determine who will wear yellow this year.

Just looking at form shows an interesting storyline developing. For instance, 2014 winner Vincenzo Nibali has had a torrid time since winning it, with results dipping and team dilemmas weighing him down. Meanwhile, two-time champion Alberto Contador has shown great form, flexing his muscles at the 2015 Giro d'Italia.

Ultimately, the race will be decided on the road. But if you're going to speculate, do it based on form and skill – at least it gives you something to blame when the road takes over.

HOW THE SKILL SCORE WORKS

TT Whoever does well in the two time trials (individual and team) this year will have a solid platform to build the rest of their race on. Racers will be scored on overall skill and previous results in time trials. Contenders are scored out of 25.

CLI The Tour de France is won in the mountains, so climbing skills are the defining factor. Here we look at previous results on big climbs as well as overall pedigree and specific climbing skills, rating them out of 40.

GT Because not all contenders race

every Grand Tour, we'll be looking at form across all of them over a two-year period. Recent races will count more though, as they're an indicator of the rider's current condition. Riders are scored out of 25.

Team This number is entirely subjective, but necessary. Because a rider's team almost always plays a vital role in his chances, each team is assigned a score based on the strength of the riders we assume the squad will put on the roster. Teams will be scored out of 10.



VINCENZO NIBALI, 30

ASTANA PRO TEAM

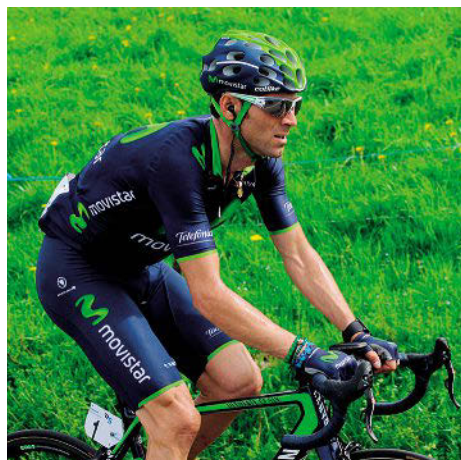
Last year's champ had a host of poor results after winning *Le Tour*, ending 2014 on a low. With added pressure from the UCI, which is gunning for Astana after five positive doping tests last year. Things are not looking good for the 2014 champ when you consider he was out of contention at this year's Tirreno Adriatico by stage six, with most of his Tour de France rivals finishing ahead of him. But the TdF has a way of bringing the best out of every rider; and barring his team being banned, Nibali won't give up yellow without an almighty fight.

TOUR STATS

Starts/Finishes 4/4
Wins 1
Podiums 2
Best Finish 1st

TT 19
CLI 35
GT 19
Team 5

CONTENDER SCORE = 78



ALEJANDRO VALVERDE, 35

MOVISTAR TEAM

Always the bridesmaid, never the bride. Valverde has a knack for always being in the thick of things but not winning, with his last Grand Tour win coming at the Vuelta a España in 2009. His form has been decent in 2015, with victories in both La Flèche Wallonne and Liège-Bastogne-Liège. His weakness is time-trialling, and he'll need to do a lot of catching up after week one if he's going to be in the thick of things. But if he uses the two weeks afterwards well, he'll be a strong contender.

TOUR STATS

Starts/Finishes 6/4	TT 22
Wins 1	CLI 37
Podiums 2	GT 17
Best Finish 1st	Team 8

CONTENDER SCORE = 83

CHRIS FROOME, 30

TEAM SKY

Froome had a nightmare Tour last year. He crashed out of the race and couldn't defend the title he'd won in 2013, which he was a favourite to do. After being outraced by Alberto Contador at the Vuelta a España last year, he got the better of the Spaniard by winning the Ruta Del Sol in Spain, overtaking Contador on the final climb to take victory by two seconds. Froome's an all-rounder – he's a strong time-triallist, and one of the best climbers in the peloton – so with a top team supporting him, he'll be difficult to beat.

TOUR STATS

Starts/Finishes 4/3	TT 22
Wins 1	CLI 32
Podiums 2	GT 13
Best Finish 1st	Team 9

CONTENDER SCORE = 76



ALBERTO CONTADOR, 32

TINKOFF-SAXO

The once-dominant Spaniard has had a dry spell at *Le Tour* since his ban in 2012. But he showed his strength at the 2014 Vuelta a España, dominating Chris Froome on his way to the red jersey. He has all the necessary skills to master the route; and if he hits the lead during the Pyrenean leg, he has the legs to hold on until the end. His weakness used to be time trials, but his 2015 Giro performance in the long TT laid that bogey to rest.

TOUR STATS

Starts/Finishes 5/4	TT 20
Wins 2	CLI 36
Podiums 2	GT 23
Best Finish 1st (2x)	Team 9

CONTENDER SCORE = 88

NAIRO QUINTANA, 25

MOVISTAR

He won the Giro d'Italia in 2014, and was in pole position at the Vuelta a España before crashing out in spectacular fashion. He also finished second at *Le Tour* in 2014, so Quintana is not to be underestimated. He's more of a climber, but is deceptively good at time trials. He does specialise in accelerating up steep climbs – and sustaining those attacks. And there'll be quite a few steep climbs during this Tour, so Quintana could be in with a chance if he takes full advantage of them.

TOUR STATS

Starts/Finishes 1/1

Wins 0

Podiums 1

Best Finish 2nd

TT 20

CLI 34

GT 19

Team 8

CONTENDER SCORE = 81



THANK GOD FOR SHORT ATTENTION SPANS

Enrich your Tour-watching experience by following the most insightful (and most entertaining) cycling nerds on Twitter.

BY JOE LINDSEY

@AMMATTIPYORAILY

This Finnish stats wizard posts near-instant analysis of Tour climbing speeds and other data.

@VELOCLINIC Sophisticated

performance modelling (often presented visually), sprinkled with wry observations about doping and beer.

@FREDGRAPPE Team FDJ coach offers one of the more open looks at how teams train; *en français, le plus souvent*.

@FESTINABOY Antoine Vayer's questioning eye on the much-touted 'new cycling'.

Caustic, but knowledgeable.

@SCIENCEOFSPORT Superb insight into sport performance at the elite and amateur levels

@ROBBYKETCHELL Garmin's sports scientist, perhaps the only person whose tweets cover cycling, computer science, baseball, meteorology, astrophysics...

@SRMTRAINING Posts racers' power files and analysis, but the data are limited to teams that use SRM devices

@TRAININGPEAKS Like SRM, but with access to more riders' files

@MITAEROBIKE Does Lauren ten Dam's beard slow him down? No. Follow Specialized's wind-tunnel guru to learn why.

LOUIS MEINTJES, 23

MTN-QHUBEKA

South Africa will be paying close attention to the performance of MTN-Qhubeka at the Tour de France; and when the high mountains hit, we'll be rooting for African champion Louis Meintjes. He's been in decent form this year, winning the overall winner's green jersey at the Settimana Internazionale di Coppi e Bartali, and taking the young rider's jersey in both the Tour of Oman and the Giro del Trentino, as well as the King of the Mountain jersey at Circuit Cycliste Sarthe. Meintjes burst onto the scene in 2014, showing his form at the Vuelta a España by achieving a top-five stage finish in stage 14, and receiving praise for his ability to duke it out with the best climbers in the world.

TOUR STATS

Starts/Finishes 0

Wins 0

Podiums 0

Best Finish N/A

TT 18

CLI 34

GT 9

Team 6

CONTENDER SCORE = 67



STAGES TO WATCH

There are many ways to describe the Tour de France. But the one that always rings true is that it is the most gruelling and entertaining – at least from a spectator's perspective – cycling event on the planet. It promises to live up to this standard again this year, offering excitement, drama, and a nail-biting finale. So sit back, relax, and enjoy the viewing. And while you're at it, browse these pages for the most thrilling stages to watch, and the most exciting riders to keep your eye on.

SYNOPSIS

The early entertainment will come from the *puncheurs* – those riders best suited to rolling courses with short, steep climbs – as the first week includes a punchy stage 3 with a summit finish, a Paris/Roubaix-like stage 4, and two time

trials (individual and team) falling two Sundays apart.

There are seven high mountain stages, three of which form the Pyrenean leg from stages 10 to 12. If a *puncheur* is still in yellow by this time, we could see some big moves by the top contenders looking to get an early hand on the yellow jersey. The Pyrenean section will only be a precursor to the real drama, which starts from stage 17, as riders head into the Alps. Four straight alpine stages will keep pulses racing as the big guns duel for yellow, culminating in the queen stage, (the penultimate stage of *Le Tour*), which has two big climbs, and finishes at the top of Alpe d'Huez.

So the stage is set; and if all the characters come to the foreground, we could be in for one of the most exciting Tours de France ever.



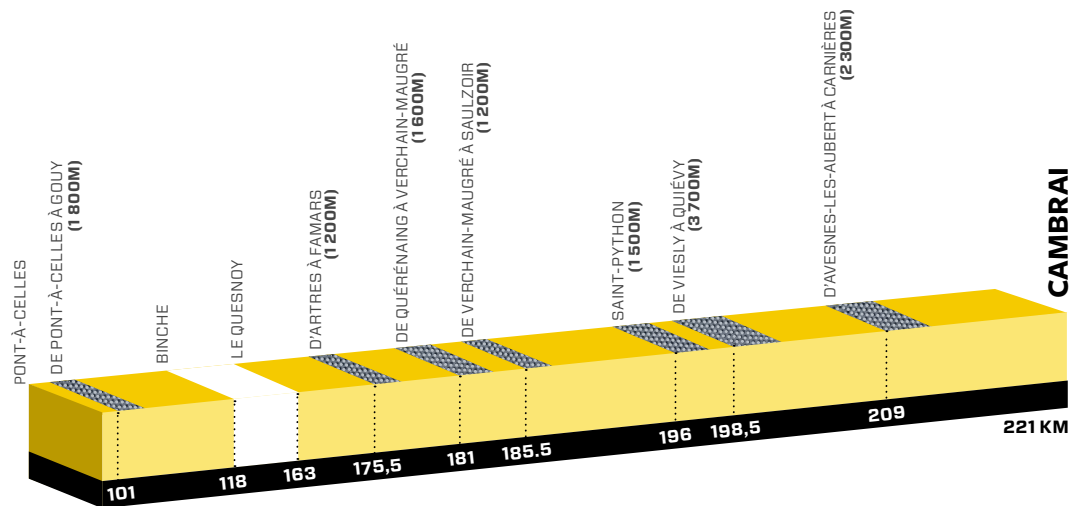
7 JULY

STAGE 4

SERAING TO CAMBRAI

221.5KM

The Tour makes its way from Belgium to France, and riders will be bracing themselves for a Paris-Roubaix sequel as they take on seven cobbled sections, the longest of which is 3.7km. The racing will be tight, and you can expect the *pavé* to fragment the peloton. The strongest *puncheurs* will be at the front. Expect a sprint finish.



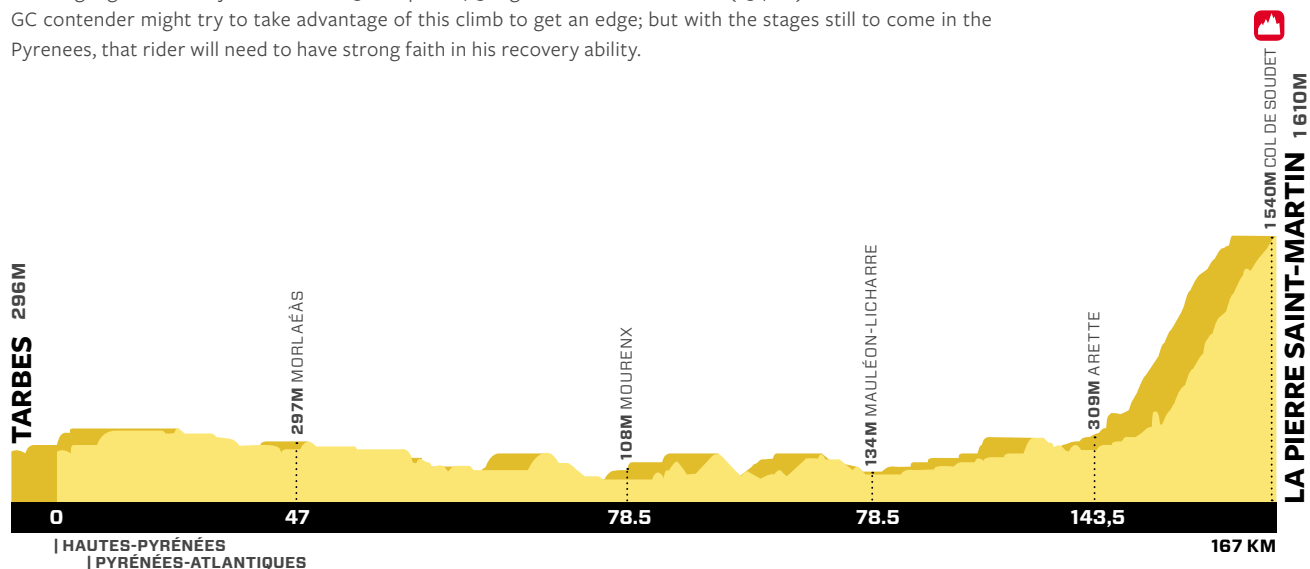
14 JULY

STAGE 10

TARBES TO LA PIERRE-SAINT-MARTIN

167KM

Racers receive an easy introduction to the Pyrenean leg of the Tour, as they hit an undulating route that should suit the *puncheurs*. However, any *puncheur* thinking he can get away with the stage win had better have strong climbing legs when they hit the final 15km up the 7.5% gradient Col de Soudet (1540m) to the finish. A bold GC contender might try to take advantage of this climb to get an edge; but with the stages still to come in the Pyrenees, that rider will need to have strong faith in his recovery ability.



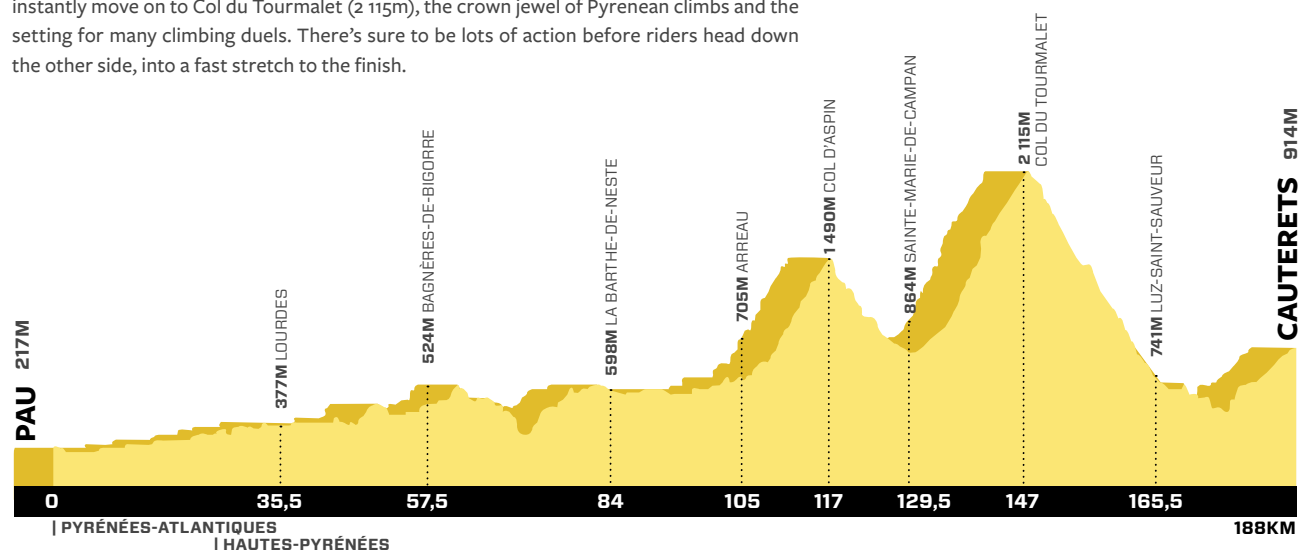
15 JULY

STAGE 11

PAU TO CAUTERETS - VALLÉE DE SAINT-SAVIN

188KM

If there were no moves by top contenders during yesterday's stage, it's probably because they were being saved for today. This can be considered the 'queen stage before the queen stage', as the Pyrenees offer up their biggest climbs. Col d'Aspin (1 490m) is the first major peak, but it pales in comparison to what comes next. Riders will descend Col d'Aspin and instantly move on to Col du Tourmalet (2 115m), the crown jewel of Pyrenean climbs and the setting for many climbing duels. There's sure to be lots of action before riders head down the other side, into a fast stretch to the finish.



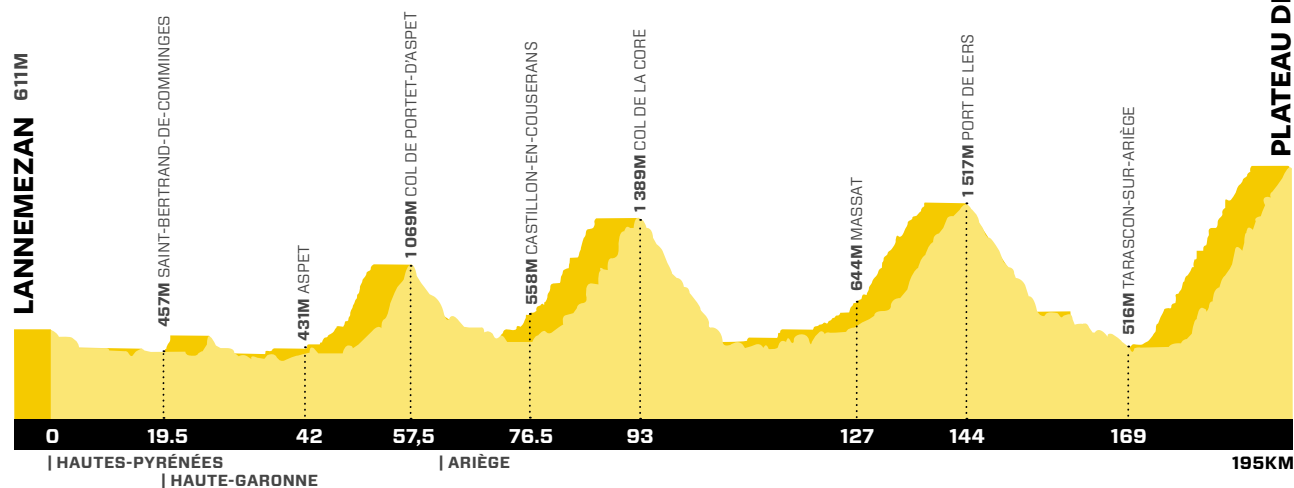
16 JULY

STAGE 12

LANNEMEZAN TO PLATEAU DE BEILLE

195KM

The final Pyrenean stage offers up another summit finish. It also has four climbs, that – while not the toughest of *Le Tour* – will test the mettle of every rider, especially those who may have made moves during stage 11. This will leave a gap for other contenders who may want to use this stage to get back some time; or if they're brave enough, to wrestle yellow off the back of the leader.





SCENIC CHARM
Fans get to witness the intense racing and stunning beauty France has to offer in July.

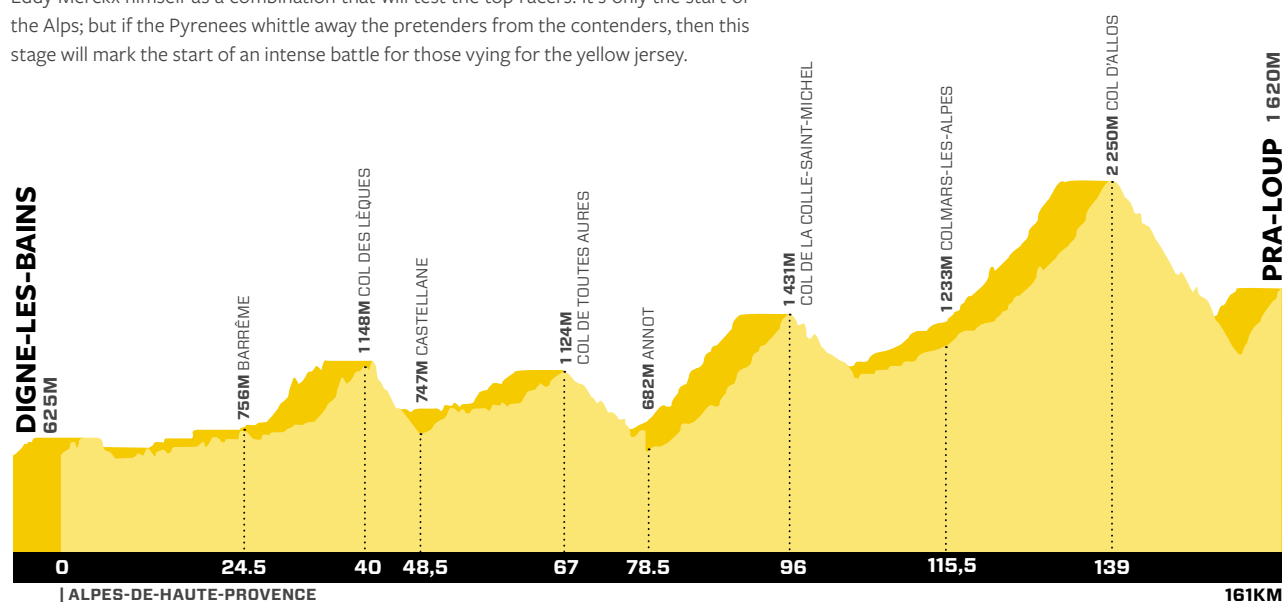
22 JULY

STAGE 17

DIGNE-LES-BAINS TO PRA-LOUP

161KM

The intro to the Alpine leg of the Tour will prove testing, with racers having to deal with five climbs that get progressively tougher as the stage progresses. The biggest of the lot is Col d'Allos (2 250m), which together with the final climb to the finish has been hailed by Eddy Merckx himself as a combination that will test the top racers. It's only the start of the Alps; but if the Pyrenees whittle away the pretenders from the contenders, then this stage will mark the start of an intense battle for those vying for the yellow jersey.



GALLO IMAGES/ BRYN LENNON STAFF

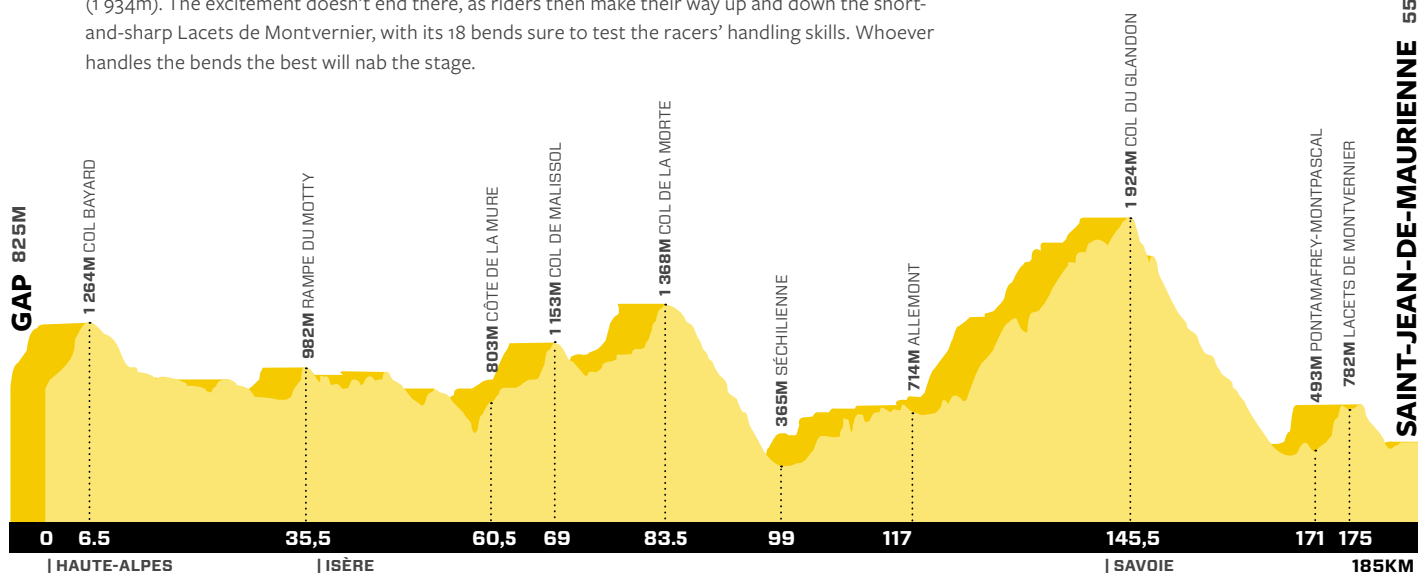
23 JULY

STAGE 18

GAP TO SAINT-JEAN-DE-MAURIENNE

186.5KM

This stage will come across as one for the *puncheurs*, with its steady undulations. But a long descent after Col de la Morte (1 368m) will end any sense of that, as riders head up the steep Col du Glandon (1 934m). The excitement doesn't end there, as riders then make their way up and down the short-and-sharp Lacets de Montvernier, with its 18 bends sure to test the racers' handling skills. Whoever handles the bends the best will nab the stage.



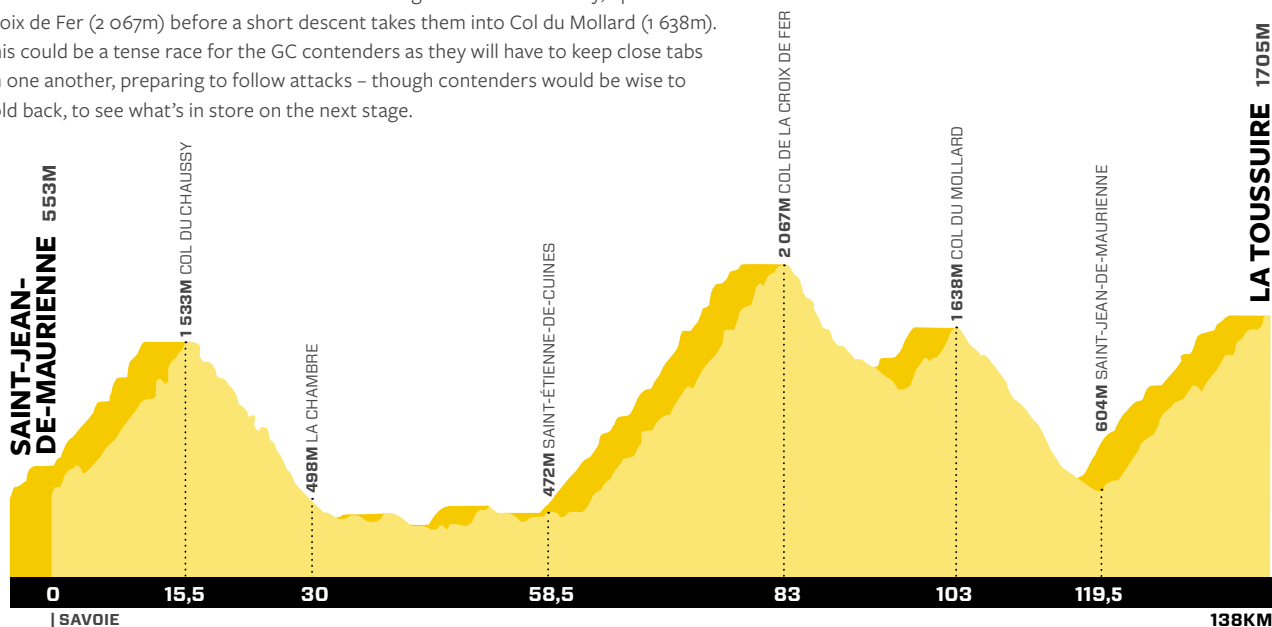
24 JULY

STAGE 19

SAINT-JEAN-DE-MAURIENNE TO LA TOUSSUIRE - LES SYBELLES

138KM

This one starts with an ascent up Col du Chaussy (1 533m), which will provide a good opportunity for a King of the Mountains candidate to start an attack and get some points. A brief flat section ushers riders into the highest climb of the day, up Col de la Croix de Fer (2 067m) before a short descent takes them into Col du Mollard (1 638m). This could be a tense race for the GC contenders as they will have to keep close tabs on one another, preparing to follow attacks – though contenders would be wise to hold back, to see what's in store on the next stage.



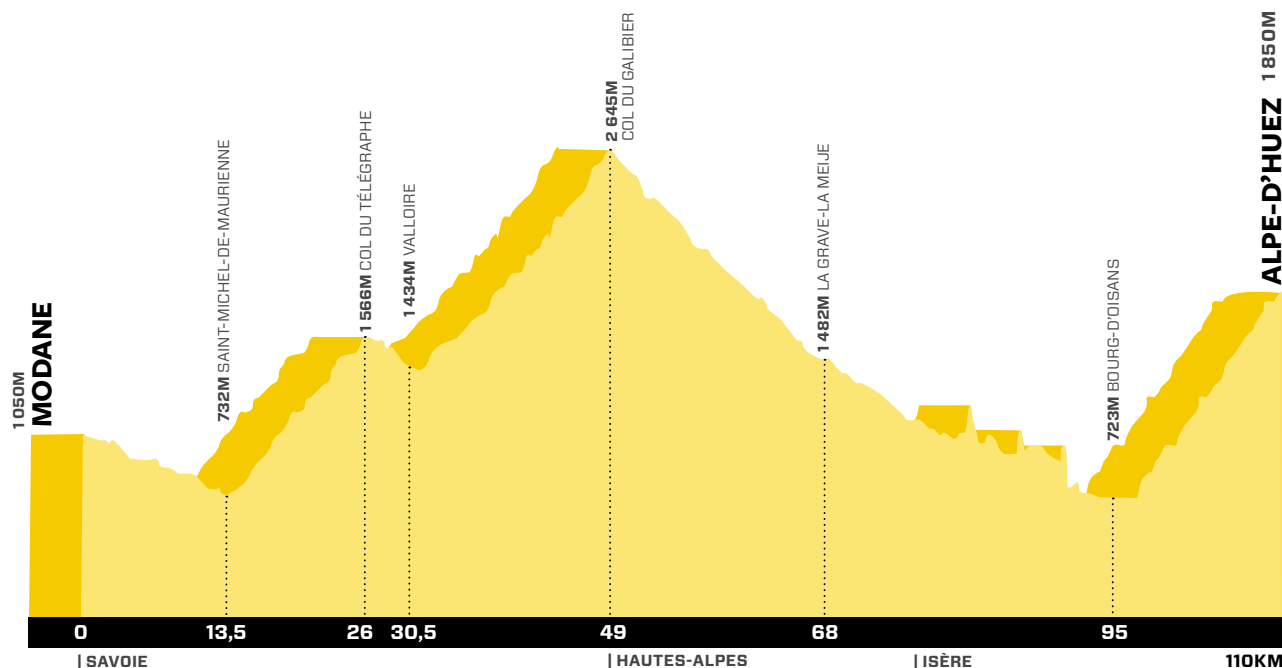
25 JULY

STAGE 20

MODANE VALFRÉJUS TO ALPE D'HUEZ

110.5KM

It doesn't get any more dramatic than this. The queen stage, the penultimate stage, with Alpe d'Huez (1 850m) waiting at the end. But things could happen long before that: after a brief downhill at the start, racers head up the highest peak of the 2015 Tour, as Col du Télégraphe (1 566m) leads straight into Col du Galibier (2 645m). There's a long and fast descent where a chasing pack may want to catch a sudden break, but then Alpe d'Huez comes in to have the final say, with its 21 hairpin bends. If there is any chance at all that a contender could make up the time necessary to take yellow, you can bank on a move. The resulting *mêlée* will mean only one thing: pure drama.



TIME TRIALS

4 JULY STAGE 1 | UTRECHT

The Tour kicks off in the Dutch city of Utrecht with a time trial, offering the *puncheurs* and time-trial specialists a chance to take the limelight and potentially hold on to yellow. Whoever gets yellow in this TT won't be wearing it at the end; but it will be entertaining to see them trying to keep it for as long as possible.

12 JULY STAGE 9 | VANNES TO PLUMELEC | 28KM

The team time trial could set up one of the contenders early on. Froome will be looking forward to this, as Team Sky are ahead of the curve in these stages. Orica GreenEdge and MTN-Qhubeka could also cause a stir with their impressive teamwork.

FLAT STAGES

5 JULY STAGE 2 | UTRECHT TO ZÉLANDE | 166KM

The standout feature of this stage is the finish line in the sea. Racing could be fragmented, with echelons forming due to slight undulations that will appeal to the *puncheurs*. The main contenders will have to be on their toes, as a rival may decide the undulations are a good place to make a move.

6 JULY STAGE 3 | ANVERS TO HUY | 159.5KM

Another undulating stage, but with a sharp bite up Mur de Huy (204m). This is a 1.3km, 9%-grade grind that may reveal which contenders are in the right shape to go for yellow.

8 JULY STAGE 5 | ARRAS COMMUNAUTÉ URBAINE

TO AMIENS MÉTROPOLE | 189.5KM

The sprinters get their cameo as this mostly flat stage rolls through a World War 1 battle scene. It's quite a long stage, so pacing will be crucial; but you can expect a large bunch to reach the final stages, and ultimately a fast finish for the win.

9 JULY STAGE 6 | ABBEVILLE TO LE HAVRE

There will be lots of racing; and with the potentially windy weather of the Normandy coastline, attacks could be the theme for the day.

10 JULY STAGE 7 | LIVAROT TO FOUGÈRES | 190.5KM

Racers get stuck straight into a fast, flat stage, which has all the ingredients to be a sprint finish. However, sprinters should beware, as anyone brave enough to go early and maintain a stiff pace could spoil their fun.

11 JULY STAGE 8 | RENNES TO MÛR-DE-

BRETAGNE | 181.5KM

The *puncheurs* return to entertain, and this time have a mountain-top finish up Mur de Bretagne (293m) to handle at the end. That climb is 3km at 6.9%; but what comes before makes it even more testing, as there is no opportunity to build momentum on the approach. Echelons could cause problems for anyone hoping for the yellow jersey. Riding clever is essential.

17 JULY STAGE 13 | MURET TO RODEZ | 198.5KM

After the Pyrenean leg, the sprinters will see some action. Those who survived the Pyrenees would do well to hit the front of this

nearly-200km course. Teamwork will be essential.

18 JULY STAGE 14 | RODEZ TO MENDE | 178.5KM

Now the *puncheurs* get their post-Pyrenees opportunity. Admittedly they will have had more time to recover from the mountains, but they will also be tested, as the third medium uphill finish awaits them. Said finish is up Côte de la Croix Neuve (1 055m), a leg-searing 3km, 10%-gradient climb.

19 JULY STAGE 15 | MENDE TO VALENCE | 183KM

The sprinters will be out in force for this one. While some will break for potential points in the intermediate sprints, they should all be together by the finish. Mark Cavendish will look to exploit his sprinting skills, and Mark Renshaw's lead-out skills.

20 JULY STAGE 16 | BOURG-DE-PÉAGE TO GAP |

201KM

With the big battle in the Alps to come, this one is gently poised, with enough undulations to give a *puncheur* an advantage, but will also allow a sprinter with the strength to stay with the leaders to grab the victory. Peter Sagan, who both climbs and sprints, will be looking forward to this one.

26 JULY STAGE 21 | SÈVRES - GRAND PARIS SEINE

QUEST TO PARIS CHAMPS-ÉLYSÉES

The final stage is a grand finale for an epic Tour de France. Cavendish loves winning here, but Marcel Kittel has been raining on his parade for the last two years. The Champs-Élysées should be a fascinating battle.

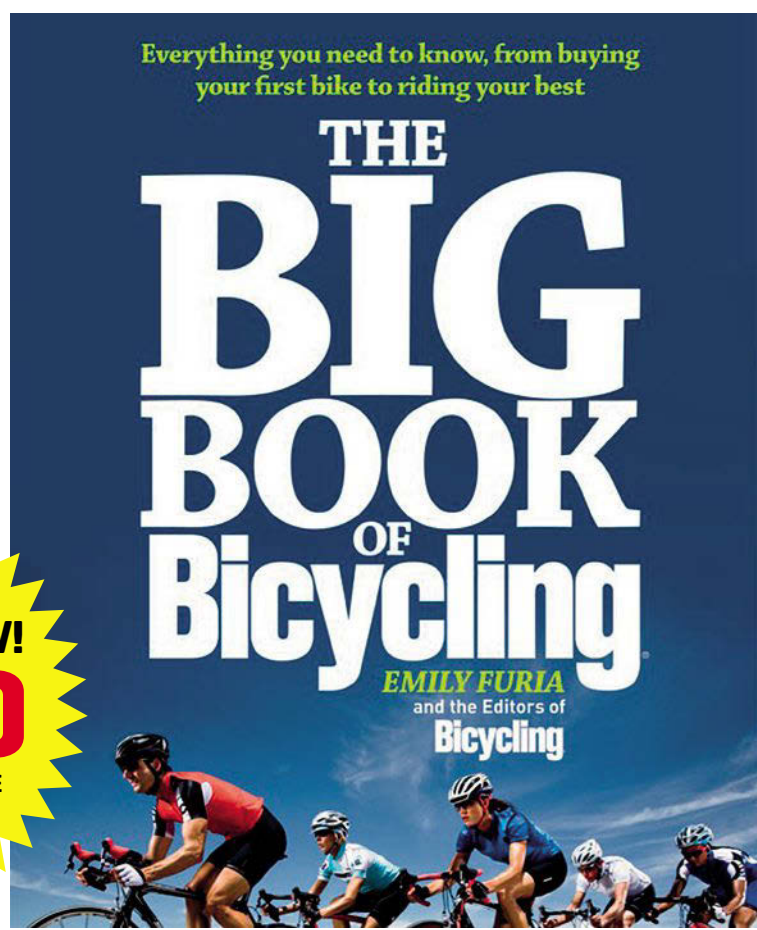
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EXCLUDING POSTAGE



A RIDE OF PASSAGE

To the uninitiated, the Tour de France is an enigma squared to the power of a conundrum; which is to say, it's a puzzle wrapped in a pickle. **Jonathan Ancer** shepherds his son through *Le Tour*, an event that defines grit, builds character and celebrates honour – and that's just for the people watching. Imagine what it does for the riders! Here's a guide to almost everything you ever wanted to know about the TdF, but were too afraid to ask.



STEVE SCOTT

There comes a time in every boy's life when his father needs to take him by the hand and gently usher him towards manhood. It's a rite of passage. "Son," I said, "it's time we had... The Talk."

My 11-year-old rolled his eyes. "But I already know everything about how babies are made," he groaned.

"No, not *that* talk... we need to have *The Talk*," I said. "The Talk about the Tour de France."

Every year – coinciding coincidentally with the Tour de France – my diary fills up with 'meetings', 'appointments' and 'inspections', and I sneak out of the office so I can be in front of the telly with beer and biltong as soon as the riders set off for the day's stage.

For me, it's a three-week feast, feeding my Tour de France addiction. For my boy, it's three weeks of Xbox cold turkey.

But all that was about to change. It was time to introduce him to



the world's most spectacular sporting event and induct him into *Le Tour*, an event rich in bicycling history and steeped in old-school values (at least for those riders who steer clear of Lance Juice).

My son realised he could either sulk in a corner while I monopolised the TV, or he could sit next to me (and the biltong) and become a Tour de France Trekkie. Sensibly, he chose *Le Tour*. My dad job wasn't done, though. I had to answer his questions. Some were easy; but some questions were *Hors Catégorie*.

DAD, WHO'S WINNING?

In other sports, it's easy to tell: the team with more goals, tries or points. Not so the Tour de France, where the cyclist in front is not necessarily the leader. In fact, a rider who never wins a single stage can still take ultimate honours. Tour Trivia alert: Greg LeMond won the TdF in 1990, without winning a single stage. And the Tour has twice been won by racers who never wore yellow until the race was over. Simply

put, of the 180 cyclists (20 teams, nine riders in each team) who start (this year from Utrecht, in the Netherlands), the winner is the one who gets to the Champs-Élysées in the quickest time. However, Tour de France tradition dictates that the overall winner should win one stage, at least. There are many furrowed brows if this doesn't happen.

MO-O-OM, DAD SAID THE 'SH'-WORD!

'Shahm-zay-lee-ZAY' is not the 'sh'-word, it's the world's most famous boulevard. The TdF finish is always in Paris, with a huge sprint down the Champs-Élysées.

HE SAID IT AGAIN! I'M STILL CONFUSED, DAD – WHO'S WINNING?

Every day is a new race, in which one rider will win that stage; but that rider is not necessarily the overall winner. The leading guy is the one who's most consistent in all the stages, and he wears the 'mai-oh Zhaun'.

MA, NOW HE'S SWEARING ABOUT YOU. HE SAID "JOU MAI SE..."

Don't go there. 'Mai-oh Zhaun' is how you pronounce *maillot jaune*, which is French for 'yellow jersey'.

WHY'S THE YELLOW JERSEY YELLOW?

To make the race leader stand out. More Tour Trivia: back in the day, journalists covering the race were tired of playing Where's Wally? (because all cyclists look alike); so in 1919, the hacks asked the Tour director to make it easier for them to spot the leader in the peloton. On 19 July 1919, Frenchman Eugène Christophe was the first rider to be given the yellow jersey. It was yellow because of the sponsor.

WAS THE TOUR SPONSORED BY... A CUSTARD FACTORY?

No, by the newspaper *L'Auto*, which was printed on yellow paper. It later became known as *L'Équipe* – French for 'The Team' – after the newspaper expanded into sports beyond motor racing.

ARE THEY THERE YET?

No, the Tour is 3 344km – they have a long way to go. That's 160km a day, for 21 days.

IS THAT, LIKE, LONGER THAN THE ARGUS?

I'll say. It's about 30 Arguses back to back; or, it's like cycling from Joburg to Cape Town, and then turning around and going back to Joburg again.

WOULDN'T IT BE QUICKER IF THEY TOOK THE TRAIN...?

Only if they took the Bullet Train. Anyway, that would be illegal. Even more Tour Trivia: In the second Tour, the winner was stripped of his title because he caught a train for part of the race.

HOW FAST DO THEY GO?

Extremely. The *average* speed of last year's winner, Vincenzo Nibali, for the whole Tour, was 40.69km/h. Rewind 111 years, and the average speed for the Tour's very first winner, Maurice Garin, was 25.679km/h. The fastest massed-start stage is the 194.5km Laval to Blois, which in 1999 was won by Mario Cipollini at a blistering average of 50.4km/h.

SO, DO THEY JUST GET ON THEIR BIKES AND RIDE?

Yes, they do, but there's more – so much more. The TdF is chess on two wheels – but with less wine, and more sweat.

DAD, ARE YOU CRAZY? THEY CAN'T PLAY CHESS WHILE RIDING BIKES!

It's *like* chess. Teams spend hours plotting strategies and cunning tactics to outfox the other teams. But conditions and situations change, which means tactics constantly shift, and strategies are regularly reassessed and refined. It's also like *Survivor*. Different riders and teams form alliances; the yellow jersey may work with another team to shaft the second-placed rider. Riders save as much energy as possible for when they need it; and they try to crack their rivals by getting them to expend energy, to tire them out. They even 'soft-pedal' and 'disrupt the chase' – very sly ways to make their rivals think they're riding hard, when they aren't.

IF IT'S A TEAM EVENT, WHY'S ONLY ONE GUY GOT THE YELLOW JERSEY?

It is a team event; but every team has a leader, and the rest of the team's job is to support him. Those supporters are called *domestiques* – and their job is to be their leader's bodyguards and servants. They protect him from the wind so he can save energy, they help set the pace, they chase down breakaways and fight off attacks from rivals. They also do donkey work, like fetching water and food for the leader.

JACOB ZUMA'S OUR LEADER. IS HE IN THE TOUR DE FRANCE?

Well, some believe he's done a fair bit of spinning over the years; but he's much more of a back-peddaller at this stage.

OH. ARE THE STAGES DIFFERENT?

The Tour has flat-and-fast, mountain, and time-trial stages. The flat stages are usually won by sprinters, a group of speed specialists who – in the last bit of the stage – follow their lead-out men off the front of the peloton, and make a beeline for the finish line. Some sprinters don't have lead-out men, and piggyback on other teams' wheels, which is called 'freelancing'.

'Freelance' is what ardent Armstrong fans may soon be shouting. When the Tour moves into the mountains, the sprinters hang on by their fingernails, and may even drop out altogether. It's in the mountains that the climbers spring into action, and where the Tour is ultimately won – or lost.

IT'S A BIKE RACE. WHAT'S WITH THE HORSES AND GORY CATS?

I think you mean *Hors Catégorie*, which

means 'uncategorised', but has come to mean 'uncategorisable'. The mountains are classified from 1 (most difficult) to 4 (easiest). The tougher the climb, the more points a rider receives for reaching the top first. *Hors Catégorie* are those mountains – like Alpe d'Huez, which has become a cycling pilgrimage destination, and Mont Ventoux – that are even more difficult than the most difficult; they're so difficult, they're beyond categorisation, a bit like Lady Gaga's 'music'.

WTF, TDF! SO WHAT CATEGORY WOULD CHAPMAN'S PEAK BE IN?

It wouldn't. Compared to Alpe d'Huez, Chappies is a downhill. According to climbbybike.com, Alpe d'Huez – which isn't even one of the Tour's worst climbs – is 13.2km, with an ascent of 1 071m and an average gradient of 8.1 per cent. Chappies, by comparison, is 4.72km, with an ascent of 130m and an average gradient of 2.7 per cent.

WHY DO RIDERS BREAK AWAY? THEY ALMOST ALWAYS GET REELED IN.

They do it to try and put their rivals under pressure, and force them to take risks (more chess tactics!). They also do it to get on TV, which makes their sponsors happy. Besides, there's always that one-in-10 chance that the breakaway will succeed – and when it does, it's thrilling to behold.

WHAT DO THE DIFFERENT COLOURED JERSEYS MEAN?

There are five competitions within the Tour: the general classification, points classification, mountains classification, best young rider, and team classification. Riders can win points during the stage. The best sprinter wears the green jersey, the best climber wears the polka-dotted jersey, and the best young rider gets to wear the white jersey. There's also a prize for the stage's most aggro rider.

'AGGRO'? BUT DAD – YOU SAID IT WAS A GENTLEMAN'S SPORT?

Not aggro in the Joburg-taxi-driver way, but in the sense of being competitive – say, someone who's led a decent attack or three during the stage. But mostly, riders will slow down to allow rivals who've had a mechanical or a crash to catch up. It's just not, um, cricket for a rider to attack when someone in the peloton's had bad luck. In

2012 some *doofenshmirtz* scattered tacks in the road, causing defending champ Cadel Evans and others to puncture. Bradley Wiggins, in the yellow jersey, slowed the peloton down until Evans caught up.

SEEMS LIKE THERE'S SOMETHING FOR EVERYONE. PROBABLY EVEN FOR THE GUY WHO COMES LAST!

Funny you should mention that – there is. The last man wins the honour of being the *Lanterne Rouge*, which is French for 'red lantern', and comes from the red lamp that's hung on the last carriage of a train. The Tour de France is very tough, and riders suffer to avoid being eliminated. The *Lanterne Rouge* symbolises true grit – riders who dig deep to survive each day so they can race again, even if they eventually come last.

SO WHAT'S THE DEAL WITH THE FLUFFY LIONS GIVEN TO STAGE WINNERS? IT'S, LIKE, TOTALLY LAME.

A popular conspiracy theory peddled by Lycra-haters is that the stuffed lion is given to winners so they can hold it in front of themselves to avoid revealing moose-knuckle photos. However, the *real* reason is that the lion is the mascot of TdF title sponsor Crédit Lyonnais – the bank that's been handing out the lions since 1987.

WHAT'S A MOOSE KNUCKLE?

I'll tell you when you're older; but whatever you do, don't Google it.

WHAT ARE THE COMMENTATORS TALKING ABOUT?

Nothing. And they talk about nothing for an extremely long time. More than any other mystery, the most mysterious mystery of all the Tour de France's mysteries is how it's possible for the commentators to talk for so long without saying a damn thing.

HOW DO RIDERS GO THE TOILET?

Some take care of business while riding...

GROSS. DO THEY WIN THE YELLOW PANTS?

Sometimes the peloton agree to stop by the side of the road, and the cameras pull away. It's forbidden to pee in view of the public, so riders have to find a spectator-free spot when they need to answer the call of nature. Any other questions?

YES. IS THERE MORE BILTONG?

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THE UNFAIR ADVANTAGE

DESIGNED FOR THE SERIOUS ROAD RACER.

The SuperSix EVO range are the ultimate road-racing machines, the perfect balance of lightweight, stiffness, strength, handling, aerodynamics and compliance – everything you need to power to the podium.

So give yourself an advantage, because you'll never know what you can really do, until you do it on an EVO.

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GEAR

Ride Like A Pro | The Lightest Night

THE SHARK OF MESSINA ▶

To commemorate Vincenzo Nibali's unforgettable 2014 Tour de France victory, as well as his becoming one of only six riders to have won all three Grand Tours, Specialized has created a limited production S-Works Tarmac NIBALI SHARK Frameset. Paying homage to Nibali's nickname, the Shark of Messina, the design features an aggressive Great White shark emblazoned on the top tube, with a tri-colour wake in its path signifying Vincenzo's three Grand Tour victories. – *Oliver Munnik*

SPECIALIZED.COM

RIDE ★ ★ LIKE A ★ ★ PRO

RIDERS ON THE WORLD TOUR ONLY RACE WITH THE BEST. GEAR ED **OLI MUNNIK** FOUND THE 19 FASTEST, LIGHTEST BIKES, WHEELS, SHOES AND GEAR ITEMS USED BY PROS, BUT PERFECT FOR ANY RIDER - NO MATTER WHAT YOUR AVERAGE SPEED.

Words Oli Munnik / Photography James Garaghty





GIANT PROPEL ADVANCED SL 0

AS RIDDEN BY
GIANT-ALPECIN

PRICE R115 995

The Propel's capabilities were brilliantly demonstrated by Giant-Alpecin's Marcel Kittel in his four 2014 Tour de France stage wins, which include arguably the most famous sprint in cycling – stage 21's dash for the line on the Champs-Élysées. The Propel's performance was no fluke; Giant invested considerable resources in building the world's fastest road bike. Engineers undertook a staggering 88 revisions, until they were happy they'd built the lightest, stiffest and most aerodynamic frame possible. The Propel's geometry and sizing match those of their ultra-successful TCR road frame, except for a horizontal top tube that acts to reduce the frontal area. It thus inherits much of the TCR's familiar handling and responsiveness, while offering added aero advantages – including an hourglass headtube, an integrated brake mount system, a flat section on the down tube where the bottle sits, aero spacers, and internal cable routing on the top tube behind the stem; as well as a cleaned-up rear end, featuring tall, thin seatstays that attach low on the seat tube. These stays, combined with the massive PowerCore bottom bracket/chainstay, result in a very compact rear triangle, and make the back end very stiff in every direction.

giant-bicycles.com/en-za



SCOTT ADDICT 20

AS RIDDEN BY ORICA
GREENEDGE

PRICE R39 300

With WorldTour teams IAM Cycling and Orica GreenEDGE both supported by Scott, you're guaranteed to see team riders duelling it out on the roads of France on a Scott: the aero-specific Foil, for flatter, faster stages; the Addict, for when the road points skywards; or the Plasma, when they're racing against the clock. Regarding the Addict, Scott updated and redesigned the lightweight frame in 2014, developing a superb package that focused on offering riders aggressive geometry and a responsive ride, without compromising on comfort or ride quality. While you won't find like-for-like team-replica bikes at local bike shops (they're available only on special order), that's no reason for you to overlook the Addict 20. The sub-900g frame and sub-400g fork are constructed from Scott's HMF carbon fibre, with tubing shaped to reduce drag. A full Shimano Ultegra groupset and a host of Syncros parts perfectly complement this race-ready package.

scott-sports.com



CANNONDALE SUPERSIX EVO HI-MOD TEAM

AS RIDDEN BY GARMIN-CANNONDALE

FRAMESET R25 000

During the 2014 Tour de France, all nine Cannondale Pro Cycling riders piloted SuperSix EVOs, with custom graphics; superstar Peter Sagan's featured a black top tube emblazoned with his intense gaze. On the down tube, 'Cannondale', written in gold, with red trim. At the time of going to print it was too early to confirm whether 2015's riders will be receiving custom paint jobs; but what we can say for certain is that they'll be riding on Cannondale's elite road frameset, the SuperSix EVO Hi-Mod. 'Hi-Mod' refers to Cannondale's BallisTec carbon-fibre lay-up, which uses precisely-placed 'high-modulus' fibres in both frame and fork to ensure maximum performance. High-strength fibres are blended into the frameset, to offer increased strength without sacrificing weight or stiffness. While we may think the French roads leading to the Champs-Élysées are less pot-holed than ours, this is not always the case; Garmin-Cannondale riders will benefit from the EVO's SPEED SAVE fork and the micro-suspension that is built into their bike's chainstays, seatstays and seat tube, offering subtle flex zones that damp harsh surfaces and save energy.

omnico.co.za

COLNAGO C60 ITALIA

AS RIDDEN BY TEAM EUROPCAR

FRAMESET R25 000 | AS FEATURED R155 000



The Colnago C60 is the latest in Colnago's iconic C-series road-bike range. First introduced in 1994 (Colnago's 40th anniversary), the C40 was Ernesto Colnago's first frame to feature carbon tube-and-lug construction. It went on to win five Paris-Roubaixs, and numerous World Championships – Colnago had created a true thoroughbred. Twenty-one years later, the 2015 C-series has undergone numerous refinements, keeping up with modern technologies and materials while maintaining its tradition and unmistakable passion, style and beauty. Every C60 is still handmade and hand-painted in Cambiago, Italy – and Colnago's 'old-fashioned' technique

of using carbon tubes bonded into carbon lugs enables them to offer the C60 in an incredible 14 sizes! This approach echoes Ernesto's belief that the perfect bicycle must be built to fit the cyclist, not the other way around. Unsurprisingly, then, Colnago have given Team Europcar riders a choice between riding either the C60 or the monocoque V1-R frame, allowing them the freedom to discover which suits them (and not necessarily Colnago) the best. While most C60s are sold as framesets, we managed to source this C60 Italia from my cuzzie 'The Advocate', which almost matches the Team Europcar build – it features a mechanical Campagnolo Super Record drivetrain and Campagnolo Bora Ultra 35 wheelset.

alpinesports.co.za

SPECIALIZED S-WORKS TARMAC NIBALI CELEBRATION FRAMESET

IN HONOUR OF VINCENZO NIBALI

Vincenzo Nibali, the Italian superstar nicknamed the Shark of Messina for his aggressive racing style, was a truly deserving winner of the 2014 Tour de France. Astana Pro Team leader won the *maillot jaune* aboard Specialized S-Works Tarmac painted an exquisite deep blue with metal flakes, sporting a shark-inspired graphic that plays on the nosecone design of the American P40 and P-51 planes flown by the Flying Tigers in World War II. In honour of his victory, which completed a hat-trick of Grand Tour wins (he won the Giro d'Italia in 2013 and the Vuelta a España in 2010), Specialized released this limited-edition Tarmac 'Celebration' frameset. The paintwork is a blend of matte and gloss black with yellow graphics, complemented by subtle accents of red and pink, commemorating his other two Grand Tour wins. As on his 'Shark of Messina' frameset, metal flakes are speckled throughout, and they glitter in the sunlight. Beneath the custom paintwork is a Rider-First Engineered S-Works frameset constructed from long-topping Fact 11R carbon. 'Rider-First Engineered' means that each of the seven Tarmac frame sizes was developed independently, which involved tweaking each frame to maximise its performance (as in fit, power transfer and handling) specifically for the correspondingly-sized rider. For instance, smaller riders get a lighter, more nimble bike, while bigger riders get a stiffer frame that improves steering and handling.

specialized.com



WEIGHT 1 295G PER SET

MAVIC R-SYS SLR

—
AS RIDDEN BY
TEAM KATUSHA

—
R26 170 (WHEELSET)

Team Katusha riders will race the Tour de France on Mavic wheel-and-tyre combinations that will keep them up to speed as well as firmly glued to the tarmac. Climbers such as Joaquim Rodriguez will opt for the super-light R-SYS SLR wheelset, which weighs in at only 1 295g without tyres. The aluminium rims (the spokes are carbon) feature an exclusive Mavic-patented concept called Inter Spoke Milling 4 Dimensions (ISM 4D) that significantly reduces weight and inertia without compromising durability, and also improves aerodynamics due to its seamlessly curved rim shape. Exalith 2 technology (for aluminium rims) has been refined to provide improved durability and braking performance; especially in wet conditions, in which braking distance is shortened by 18%. The Exalith treatment penetrates the alloy to delay rim wear, and maintains a distinctive anthracite-grey colour for thousands of kilometres – Mavic supplies Exalith 2-specific brake pads to ensure optimal and quiet braking performance and longevity. The wheelset comes standard with Mavic Yksion Pro tyres. The front-specific Griplink tyre tread is constructed from a dual compound to optimise grip and control, while a Kevlar anti-puncture breaker reduces your chances of flatting. The rear-specific PowerLink tyre is designed for superior energy transfer, reduced rolling resistance and consistent grip, thanks to its optimised tread pattern. Light, stiff and hard-wearing; you don't need much more from a wheelset.

mavic.co.za



CAMPAGNOLO BORA ULTRA 35 TUBULAR WHEELSET

AS RIDDEN BY TEAM
MOVISTAR

TUBULAR R39 355 | CLINCHER: R40 500

Having existed for 80 years, Campagnolo have served the needs of cyclists – from daily commuters to elite Grand Tour riders – for many generations. Staff at the iconic Italian manufacturer pride themselves on being passionately obsessive about innovation and performance. Staying true to their innovative nature, in 2015 Campagnolo launched two additional rim profiles to the Bora range – an 80mm rim for extreme aero advantage, and this incredibly versatile 35mm rim. These fit snugly on either side of the original 50mm rim profile, which was the only option available previously. A firm favourite of 2014 Giro D'Italia winner Nairo Quintana, the Bora Ultra 35's quality construction, attention to detail and versatility make it one of the fastest wheels in the peloton across all types of terrain. The Ultra 35's hubs make use of patented CULT technology, which uses ceramic ball bearings to reduce friction. This tech extends to the bearing races, which are made of Cronitect and treated with a thermochemical that makes the sliding surface of the bearings extremely hard and resistant to wear. Braking is also improved thanks to Campagnolo's 3Diamant surface treatment, which does not suffer the imperfections caused by non-homogenous resin deposits and allows the brake pad to work more efficiently. This eliminates the 'breaking-in' period, improves braking in both wet and dry conditions, and creates a more linear and smooth overall braking performance.

jjcycling.co.za



WEIGHT 1 215G PER SET

WEIGHT 1 615G PER SET



ZIPP 404 FIRECREST CARBON CLINCHER

AS RIDDEN BY AG2R

PRICE R39 500

In 2015, French team AG2R's Focus bikes will all be equipped with Zipp wheels. While the relatively shallow 202 and 303 wheelsets are available, the iconic 404's with 58mm rim depth are sure to be dusted off and put to work over the hundreds of undulating kilometres coming in July. A proven all-round performer, the 404's aerodynamic advantages are certainly not limited to time-trials or flat stages – they've carried riders to the top step of the podium in almost every kind of event: triathlons, criteriums, breakaways, bunch sprints and even Grand Tour mountain stages. Zipp's Firecrest technology rim design focuses on the aero characteristics of both the front half of the wheel, and those of the back. Thanks to a less pronounced bulge, Firecrest rims maintain a near-constant width almost all the way to the spoke bed; after extensive testing, Zipp claims this design greatly reduces drag by effectively controlling airflow around the back half of the wheel, and not simply the airflow coming off the tyre. To improve braking performance and handling Zipp uses an exclusive, heat-resistant resin that improves heat dissipation without limiting rider weight or brake-pad options.

capecycles.co.za



FI'ZIK R3B

AS RIDDEN BY
GERAINT THOMAS

PRICE R3 500

In 2015 Fi'zik released their first-ever shoe with a Boa retention system, used by Team Sky's Geraint Thomas. The R3B, which is handmade in Italy, retains the R3's elegant design and comfortable fit while adding a single Boa IP1 snap dial, for easy, on-the-fly adjustment. An added feature is the ability to pull the dial knob up in order to completely and effortlessly release the tension on the wire, which makes pulling the shoes on and off a breeze.

nsquared.co.za

PERFORATIONS IN THE MICROTEx make for efficient ventilation.

THE R3B FEATURES A BOA IP1 SNAP DIAL with two points of contact, which distribute the retention force evenly.

THE R3B'S UPPER is made from hard-wearing and stretch-resistant synthetic Microtex, similar to the material Fi'zik use on their saddles.

A UNIDIRECTIONAL CARBON SOLE provides efficient power transfer.



GIRO EMPIRE SLX

AS RIDDEN BY BRADLEY
WIGGINS

PRICE R3 500

Seamlessly blending modern technology with old-school flair, the Giro Empire SLX offers a superbly light (175g for size 42.5) and stiff package – and exceptional fit, thanks to a combination of their perforated, one-piece upper, made from Evofiber SL; breathable microfibre laces, giving seven points of contact; and Giro's SuperNatural (and super-light) footbeds, with adjustable arch support to help optimise comfort and pedal efficiency.

omnico.co.za

BRADLEY WIGGINS RACING PARIS-ROUBAIX in a pair of Empires demonstrated that once fastened, the laces are secure, no matter how much force you apply or how much abuse you throw at them.

EASTON SUPPLY AN EC90 SLX HIGH-MODULUS CARBON OUTSOLE that's both feather-light and incredibly stiff – there's simply no give when you crank out the power.

SEVEN POINTS OF CONTACT ensure a snug fit, while an elasticated band on the tongue keeps your lace loops stored safely.



SHIMANO SH-R321

AS RIDDEN BY
MARCEL KITTEL

PRICE R5 300

The recently redesigned SH-R321 is Shimano's WorldTour-level road shoe, and will be gracing the feet of many riders in the Tour de France peloton. Its new Surround upper, made from stretch-resistant Teijin Avail 100 ultra-fine fibre, has been engineered to wrap around your foot like a glove. The fit can be further enhanced by heat moulding. The process involves heating the shoe and footbed in a special oven, which makes them supple; while still warm, the shoe is fitted, after which a vacuum pump compresses the shoe against your foot, moulding it for the perfect fit.

coolheat.co.za

The ADJUSTABLE RATCHET BUCKLE offers two positions, for different instep heights – a small but effective feature.



The FULL-CARBON SOLE'S CONSTRUCTION allows for 11mm of extra adjustability, meaning you can shift your cleats through a bigger range of positions to find just the right shoe-to-pedal fit.



TOE CAPS SPORT FOUR BIG VENTS that pour cool air into the shoe, while exhaust ports exhale hot air.

SPECIALIZED S-WORKS ROAD

AS RIDDEN BY
TEAM ASTANA

PRICE R4 499

In conjunction with two of Specialized's sponsored WorldTour teams, the S-Works Road shoes have been released in blue/black and yellow/black, to match the kit used by the pro riders of Astana and Tinkoff-Saxo respectively. All S-Works bikes and gear are designed for no-compromise, pro-level performance, and these shoes are no different.

specialized.com

AN ULTRA-THIN, THERMO-BONDED ADAPTIVE FIT UPPER offers minimal padding but a snug, no-fuss fit.

THE SUPER-RIGID FACT CARBON SOLE with a stiffness index of 13.0, and the Body Geometry SL footbed, optimise hip, knee, and foot alignment to improve performance and comfort.

THE HEEL BOX FEATURES TINY SILICONE GRIPPERS that keep your heel firmly positioned when you're laying down the power.





BMC CYCLING

AS RIDDEN BY
TEAM BMC

PRICE R150

You don't have to spend thousands to look like a pro. Just slip on a team-issue cap underneath your helmet when the rain comes in sideways or the temperature drops. Alternatively, there's no shame in donning a cap while sipping on a mid-ride cappuccino with your mates.

ijcycling.co.za



POC OCTAL AVIP AND DO BLADE RACEDAY

AS RIDDEN BY CANNONDALE-GARMIN

OCTAL AVIP HELMET R4 200 | DO BLADE RACEDAY R2 990

When POC launched their uniquely (some would say outrageously) designed road and TT helmets a few years back, the Swedish company may have come close to breaking the internet, given the commotion they caused. With emotions having simmered down, POC have gained momentum in the helmet and eyewear markets, offering products that set you apart – and more importantly, provide ample safety where you need it most. In 2015 the Cannondale-Garmin boytjies will use distinctive, bright green team-issue POC Octal helmets and Do Blade Raceday eyewear during the road stages, and the Temporal helmet in time trials. While the Octal and Do Blades were designed for road use, the combination is also at home

off-road – great if you alternate between disciplines. Ample ventilation and secure, adjustable fit ensure comfort, while POC's engineers have pulled out all the stops to ensure the Octal's cerebral coverage and construction maximise safety. The noticeably light Do Blade Racedays offer a wraparound Carl Zeiss lens with 0% optic correction – this helps to relax the facial muscles, reducing the stress and fatigue that results from eyestrain in bright sunlight. Their relatively short temples mean there's no interference between helmet and eyewear, increasing comfort considerably.

puremotionsports.co.za



STAGES POWER DURA-ACE 9000

AS RIDDEN BY SKY
PRO CYCLING

PRICE R11 500

Over the years, Team Sky have maximised the notion of achieving success through marginal gains. While some improvements are based on relatively obscure consistencies, such as travelling with their own mattresses and pillows throughout the TdF, one crucial aspect of their preparation and race-day effort is measuring each rider's power output. And for this critical job, the team uses the crank-based Stages Power meter to measure and analyse these efforts accurately. Stages Power meters use a 20g strain gauge attached to the non-drive-side crank, which measures power output with $\pm 2\%$ accuracy. The sealed units are sold pre-attached to the crank arm, meaning you only have to install the crank arm and pair with an ANT+ or Bluetooth device, and you're ready to roll. An array of crank arms is available locally, for Shimano, SRAM, Cannondale Si and FSA cranksets, and the range is designed and approved for road, tri, MTB, DH, BMX and track use. Importantly, Stages Power meters are only available for alloy cranks, as no two carbon-composite lay-ups offer the same stiffness and/or flex characteristics, making it impossible for the strain gauge to accurately measure power output on carbon cranks.

omnico.co.za

SPECIALIZED POWER

AS RIDDEN BY LARS BOON

PRICE R1 349

At first glance, the Power's odd shape makes you wonder if it doesn't really know what it wants to be – a saddle for road, trail, or time trial? Closer examination reveals that its shape is essentially a hybrid of several current Specialized saddles, borrowing the longer and wider cut-out of the company's women-specific models, the broad and relatively flat cross-section of the MTB-focused Phenom, and the stubby length and nose of the TT-specific Sitero. When *Bicycling* rode the saddle, we found its short nose made it very comfortable when adopting a low, aggressive position in hard efforts or windy conditions. That short nose does reduce your room to manoeuvre up and down the length of the saddle though, making it better for riders who don't move around a lot when pedalling. That said, the sweet spot (so to speak) was comfortable, and didn't force us to shift our weight around looking for relief. Two threaded holes on the back of the Power's shell will accept the latest SWAT (Storage, Water, Air, Tools) accessories, set for release in late 2015 – namely the Reserve Rack bottle-cage holder, the Bandit tool wrap, and even a rear-facing GoPro camera mount.

specialized.com



BEST FOR AN
AGGRESSIVE
POSITION



AMOUR
FOR SPEED

OAKLEY JAWBREAKER

AS RIDDEN BY MARK CAVENDISH

PRICE R2 625

The sunglasses Mark Cavendish sported during his short stint at 2014's TdF are now available for mortals like you and me. The badass Jawbreaker, developed with input from the Manx Missile, is the result of more than 100 design iterations and 9 600 hours of testing, and is made up of 27 eyewear components. The Mark Cavendish edition, featuring a signature green-and-black frame and polarised 'road' lenses that eliminate glare, keeps your eyes fresh and your vision sharp. The idea behind the Jawbreaker's increased coverage (both lenses and frame are massive) came after engineers realised that cyclists spend an inordinate amount of time looking slightly upwards. The Jawbreaker is designed to boost your view at the top of the lens. Other highlights include three-position temples to maximise fit and six vents to reduce fogging. Lenses are interchangeable thanks to Oakley's Switchlock, which allows you to swap them out by lifting the nose-piece, releasing the frame-centre clip and rotating the bottom half of the frame down.

oakley.com



FI'ZI:K VOLTA R3

AS RIDDEN BY PHILIP GILBERT

PRICE R3 299

MC's Philip Gilbert is a fierce competitor, viciously attacking when other WorldTour riders feel as if lactic acid is raging through their muscles. The Belgian cranks out the power from atop a Fi'zi:k Volta saddle, which features an old-school rounded 'sit-point', reminiscent of classic saddles such as the Selle Italia Flite, or San Marco Concor. The curved profile allows unhindered movement while you're pedalling, and suits riders who shift their weight while riding, and those who experience back pain from a static position and flat seat. While the arched transversal section and flat profile are classically inspired, the Volta's design is modern. The top-end R1 comes with carbon rails and uses a carbon thermoplastic composite Wing Flex shell, while the second-tier R3 (pictured) features alloy rails and a composite-carbon co-injected nylon Twin Flex shell. Both use high-density EPS foam and are covered with thermo-welded Microtex. Saddles are personal, so ask your Fi'zi:k dealer about a test Volta.

nsquared.co.za B

THE LIGHTEST NIGHT



THE BRIGHTNESS TEST

THE LIGHTS WERE TAKEN TO A PHOTOGRAPHIC STUDIO, WHERE THEY UNDERWENT *BICYCLING*'S STRINGENT F-STOP TEST. THE BEAM FROM EACH LIGHT, AT FULL BRIGHTNESS, WAS AIMED AT A LIGHT METER ONE METRE AWAY. THE LIGHT METER TOOK AN APERTURE READING IN F-STOPS, ACCURATELY REVEALING EACH LIGHT'S BRIGHTNESS. THE BRIGHTEST TESTED RECORDED AN APERTURE READING OF F64.5, THREE TIMES BRIGHTER THAN THE LEAST BRIGHT, WHICH WAS RECORDED AS F32.5.

Cycling in pitch-black night or the crisp darkness of an early winter's morning is exhilarating. As you meander through the dark, your visibility is reduced to a narrow sphere of light that radiates from either your helmet or handlebar – or if you're not messing around, both.

With winter in full swing, Gear Ed **Oli Munnik** found five lights that will brighten up your road or mountain-bike ride.

RYDER ORION 1000

Despite being the tiniest light in our test, the Ryder Orion 1000 didn't disappoint. The compact lens shell houses a single high-powered LED that produces 1 000 lumens at Max and 500 lumens on Medium. Its rechargeable battery is connected via a cable, and housed in a neoprene bag that attaches firmly to your bike's frame.

R995 | OMINICO.CO.ZA | RATING ★★★★★

SPECIALIZED FLUX EXPERT

The Flux Expert delivers a maximum 1 200 lumens of cool white light in a 180-degree-wide beam that effectively emphasizes contrasting features in the terrain. During testing, the innovative mounting system (which positions the light in line with your stem) ensured consistent performance on the bumpiest sections. A handlebar-mounted remote allows safe and effortless switching between its four modes.

R3 399 | SPECIALIZED.COM/ZA | RATING ★★★★★★★★

LEZYNE DECA DRIVE

The Deca Drive's sleek CNC-sculpted aluminium body, with metal hinges *nogal*, is manufactured with Lezyne's renowned quality and attention to detail. Three LEDs produce 900 lumens in overdrive mode, the most powerful of its six modes. A small internal battery is replaceable mid-ride thanks to Lezyne's Infinite Light design, making it perfect for longer rides.

R2 150 | TWOWHEELSTRADING.CO.ZA | RATING ★★★★★★

LED LENSER XEO 19R

Over and above its potent 2 000-lumen boost mode, the best aspect of the LED Lenser is its versatility. Its two focusable LEDs spread a powerful, wide beam when mounted on either helmet or handlebar. The XEO battery pack features an additional USB port for charging smartphones, GoPros and other USB devices; while the headlamp assembly can also be clipped directly to the battery pack for use as a flashlight. *[Available in SA soon. Mounting accessories sold separately.]*

R3 950 | AWESOMETOOLS.CO.ZA | RATING ★★★★★★★★

CATEYE NANO SHOT+

Designed more for the commuter, the Cateye Nano Shot+ emits a maximum of 600 lumens on high mode. During testing, its two high-intensity LEDs provided adequate lighting for both on- and off-road riding, which is impressive. The mounting system, which uses a barrel adjuster to fasten and unfasten, allows you to swivel the light ever so slightly, enhancing vision when turning.

R1 600 | COOLHEAT.CO.ZA | RATING ★★★★★★★★

EDITOR'S CHOICE

EXTREME LIGHTS XP3

Extreme lights, which started as a hobby for Hannes Zietsman, has evolved into a passionate six-person operation based in Stellenbosch. Every light is painstakingly specced to provide riders with the best possible package – Extreme's efforts are paying off, as we found the XP3 to be the best of the lights tested. Offering superb beam distribution and best-in-test battery life, the XP3 is a kickass offering. Like the Specialized Flux, the XP3's three LEDs emit a natural white light that enhances colour contrast to bring out road and trail features.

R1 850 | EXTREMELIGHTS.CO.ZA | RATING ★★★★★★★★



OUR TESTING SHOWED THAT TO MAXIMISE BATTERY LIFE AND REDUCE OVERHEATING, IT'S BEST TO SPEND MOST OF YOUR RIDE TIME IN EITHER MEDIUM OR LOW MODE, ONLY SWITCHING TO BOOST OR HIGH MODE IF ABSOLUTELY NECESSARY – SAY, WHEN RIDING SINGLE TRACK, OR DANGEROUS, POT-HOLED ROADS. RULE OF THUMB: 90% MEDIUM/LOW, 10% HIGH/BOOST. * BATTERY LIFE GIVEN IS APPROXIMATE, PER MANUFACTURER'S SPECIFICATION; MAY VARY FROM LIGHT TO LIGHT.

PENNYPINCHERS GRAHAMSTOWN TO SEA (G2C)



DATE **12 JULY 2015**

PLACE **PENNYPINCHERS
WAREHOUSE, GRAHAMSTOWN, TO
ROSEHILL MALL, PORT ALFRED**

RACE **58KM**

**IF YOU'RE LOOKING FOR AN EVENT
THAT'S CHALLENGING, YET SIMPLE
AND FUN, THEN THIS ONE'S FOR YOU.**

The route takes you mostly downhill to the beach, but with enough challenges

to ensure that you feel tested. The constant descents will also keep you pumped as you cut through single track and other terrain to make your way to the golden sands.

COURSE DETAILS

The course runs 58km, from Grahamstown (altitude 643m) to Port Alfred (69m). While most of the route is downhill, there are a few challenging climbs; as well as a few tricky technical

sections in the beginning. One section, a 400-metre rough and steep downhill, is particularly notorious.

PRIZES

While it's aimed at amateurs, there's still R6 800 in prize money available across the men's and women's categories. There are also floating trophies for winners, and – most importantly – everyone gets a medal! **B**

WHERE TO STAY

1 A STONE'S THROW BED & BREAKFAST

A five-minute drive from Grahamstown, this B&B is situated in a peaceful country setting, seemingly far from the city bustle. Each room features a private bathroom, tea- and coffee-making facilities, and TV, and opens out on to a tranquil country garden. With great views and tranquil surrounds, this venue is perfect if you're looking for a relaxing time away on either side of your race.

CONTACT

Cell: 083 651 9244
Email: info@astonesthrow.co.za
Web: www.astonesthrow.co.za

2 COLDSPRINGS LODGE

Situated just outside Grahamstown, this lodge offers the perfect setting for a family stay, with a children's playground and braai facilities. If you want to unwind before and after your ride you can go fishing, and even take a canoe out on the nearby dam. If you really want to get away from it all for a bit then the Thomas Baines Nature Reserve is not far away. Or you can just relax on your private patio for an easy evening.

CONTACT

Tel: 046 622 9441
Cell: Caroline 083 454 0821
Email: info@coldspringslodge.co.za

3 MOUNTAIN VIEW MANOR

This guesthouse set-up features an outdoor pool, garden and terrace. Some rooms have free WiFi and are also fitted with flat-screen satellite TV and tea- and coffee-making facilities, while bathrooms offer free toiletries, and bed linen and towels are included. Breakfast is available on request, and packed lunches can also be arranged.

CONTACT

Tel: 028 316 3585
Cell: 060 368 3519
Email: info@mountainviewmanor.co.za

Bicycling

SA'S BEST-SELLING CYCLING MAGAZINE

HOTZONE

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KZN'S LEADING MTB SERIES

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FOR OVERALL MAN AND WOMAN**

**DON'T MISS OUT ON THE
NEXT EVENT:**

**ILLOVO ESTON MTB
2 AUGUST 2015
ESTON FARMERS CLUB**



9 RACES 1 PROVINCE 13 500 PARTICIPANTS

WWW.ROAGSERIES.CO.ZA  [ROAGSERIES](https://www.facebook.com/ROAGSERIES)  [@ROAGSERIES](https://twitter.com/ROAGSERIES)

NKOMAZI



Trails designed by Dirk Lourens, former SA Downhill Champion

NKOMAZI MOUNTAIN BIKE CHALLENGE
29 AUGUSTUS 2015
65km, 35km & 10km trails
**MORE THAN R60 000 IN
CASH PRIZES TO BE WON**
ENTERTAINMENT FOR THE WHOLE FAMILY



TOYOTA

Presented by Malalane Toyota and hosted by Laerskool Malelane
in Malalane, Mpumalanga



Online entries: www.entrytime.co.za | Full event details available at:
www.laerskoolmalelane.co.za or www.malalanetoyota.co.za
for more information: malskake@lantic.net or 083 441 7455



BURGER TIME
Experience the best trails Stellenbosch and Meurant Botha have to offer at the Die Burger MTB Challenge.

YOUR GUIDE TO THE BEST IN CYCLING FOR JULY & AUGUST

**WESTERN CAPE****DIE BURGER MTB CHALLENGE****1 AUGUST**

This event, set in Stellenbosch, the heart of the Cape Winelands, is well worth the effort. Over the years it has earned a reputation for catering to all levels of riding. Take your pick from six route options – from a 15km kids' ride to a 75km invitational race for pro's. One thing common to all options is that they incorporate some of the best trails Stellenbosch has to offer, many hand-built by race organiser Meurant Botha. For more info, visit dieburgermtbchallenge.co.za.
– Renay Groustra

**MPUMALANGA****THE BESTMED JOCK TOUR****17-19 JULY**

This is an event with a difference for 2015. You now have a chance to ride a day of this mountain classic as a 1-day, 3-stage option (154km, 2 900m ascent, Nelspruit-White River-Sabie-Nelspruit). Or tackle the 3-day, 3-stage race (334km, 7 200m ascent), more than a challenge for the average rider. This is Mpumalanga's version of a European Alpine road stage race classic such as the Haute Route. For more info and entries, go to asgevents.co.za.
– Nic White

**KWAZULU-NATAL****PORT EDWARD HOLIDAY RESORT SARDINE MTB WEEKEND****4-5 JULY**

What better way to celebrate the life of a legend than to take part in a race that rides the routes of Burry Stander's home town. This race is a true gem, and is full of amazing trails and views. Starting in the town of Port Edward, the race climbs up to the famous Clearwater trails; once you're here, the hard work is done. This is where the fun starts – riders swoop down through Beaver Creek, all the way to the finish. For more information, visit one-way.co.za.
– Bryan Powell

★★★★☆
RateYourRace

See what others thought about your last race – plus, your feedback means an improved race next year!

Head to www.bicycling.co.za/past-races to rate and review your races.



SA HEALTH & FITNESS EXPO

18 - 20 SEPTEMBER 2015



The ultimate health and fitness expo. Enjoy this world class event with stimulating fitness demos and stock up on the latest fitness equipment, apparel, sports nutrition and supplements from over 100 exhibitors with special offers available on show days.

Hosted at the Cape Town International Convention Centre from 18 to 20 September 2015. A total of 4417 square meters divided into nine (9) distinct Zones: Zone 1/Strength and Conditioning, 2/Commercial Equipment, 3/Fitness, Fashion and Training, 4/Wellness and Vitality, 5/Healthy Eating, 6/Education, 7/Outdoor Adventure, and Zone 8/Fight World. A mega 8 1/2 square meters events stage will be at the center of the venue with a 360 degree view and four 62 inches LCD Monitors for exclusive use to exhibitors.

Five Key Reasons to Exhibit : Face-to-face connection with an estimated 20 000 consumers and corporates, Generate immediate and long-term sales leads, Build brand awareness and put your company ahead of your competitors, Place your products in the hands of potential buyers and Build a prospect database.



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FITNESS, FASHION & TRAINING LATEST TRENDS



The hottest fitness fashion, footwear, accessories, training aids & equipment from all the favourite brands. See all the latest in fitness fashion and training accessories as well as have the opportunity to buy these products at the event at a discounted retail rate.

LATEST EQUIPMENT



This zone is where the world's premier, and fastest growing, commercial fitness brands and various fitness equipment manufacturers will display their latest products and provide demonstrations at their respective stands or on the main event stage.

NUTRITIONAL TIPS & ADVICE



Gain practical tips and advice on healthy eating and nutrition for training from health experts & discover the latest health food trends from a range of exhibitors.

AFRICA'S PREMIER HEALTH & FITNESS EXPO





SCHOOL YOUR KIDS
Think you're raising the next Burry Stander? Get your kids to the Spur KZN Schools MTB Series, to get them competitive and hone their skills.

KWAZULU-NATAL

ROAD

26 JULY

CHAINWORX KZN ROAD CRIT SERIES #3

Dezzi Raceway, Oslo Beach
Contact Rebecca van der Linde
gm@kzncycling.co.za, 082 896 6864
Web kzncycling.co.za
Online Entries roag.co.za

MTB

4-5 JULY

PORT EDWARD HOLIDAY RESORT SARDINE MTB WEEKEND

40km, 20km, 10km
Port Edward Holiday Resort
Contact Michael Bester michael@one-way.co.za
Web one-way.co.za
Online Entries roag.co.za

18-19 JULY
GOODERSON

DRAKENSBERG GARDENS MTB

40km, 20km, 5km
Drakensberg Gardens Golf & Spa Resort
Contact Dave Ward dave@wardevents.co.za, 031 563 5645
Web wardevents.co.za
Online Entries roag.co.za

19 JULY

BELL BIG 5 SERIES #3 – KWAMBO LION MTB RACE

50km, 25km, 10km
Kwambonambi Golf Club
Contact Seonaid Beningfield info@big5mtb.co.za, 082 452 6372
Web big5mtb.co.za
Online Entries roag.co.za

25 JULY

SPUR KZN SCHOOLS MTB SERIES #7 XCO LAPS

Thomas Moore College, Kloof
Contact Amarider info@amarider.

co.za, 021 884 4547
Web amarider.co.za
Online Entries roag.co.za

26 JULY

2015 ASHBURTON INVESTMENTS NATIONAL MTB SERIES #5 BALLITO

120km, 75km, 45km, 20km, 10km
Holla Trails
Contact Wessel van der Walt info@advendurance.com, 0861 990 001
Web advendurance.com
Online Entries nationalmtbseries.com

1 AUGUST

1000 HILLS EXPEDITIONS SERIES #1 – DAM DASH 50KM

eNanda Adventure Centre
Contact Rohan
info@detourtrails.co.za,
082 896 0392
Web: detourtrails.co.za
Online Entries roag.co.za

2 AUGUST

ILLOVO ESTON MTB CHALLENGE

60km, 40km, 18km, 10km
Eston Farmers Club, Eston
Contact info@roag.co.za,
086 100 7624
Web illovoestonmtb.co.za
Online Entries roag.co.za

9 AUGUST

SCOTTBURGH MTB CLASSIC

45km, 28km, 10km
Scottburgh Main Beach
Contact Flavio Scarpa flavio.scarpa@sappi.com, 084 330 6029

9 AUGUST

CHAINWORX KZN ROAD CRIT SERIES #4

Dezzi Raceway, Oslo Beach
Contact Rebecca van der Linde
gm@kzncycling.co.za, 082 896 6864
Web kzncycling.co.za
Online Entries roag.co.za

15 AUGUST

1000 HILLS EXPEDITIONS SERIES #2 – DOWNSTREAM DASH 85km

Mountain View, Bishopstowe -
eNanda Adventure Centre
Contact Rohan info@detourtrails.co.za, 082 896 0392
Web detourtrails.co.za
Online Entries roag.co.za

15 AUGUST

SPUR KZN SCHOOLS MTB SERIES #8 XCO LAPS

Voortrekker High School, Pietermaritzburg
Contact Amarider info@amarider.co.za, 021 884 4547
Web amarider.co.za
Online Entries roag.co.za

16 AUGUST

HALFWAY TOYOTA ILLOVO SUGAR CHALLENGE

45km, 25km, 12km, 5km
Lake Eland, Port Shepstone
Contact BT King fundraising@schospice.co.za, 039 682 3031
Web schospice.co.za
Online Entries roag.co.za

16 AUGUST

MARRIOTT DARGLE TRAILS FESTIVAL

45km, 1km, 6km
Lions River Club, Dargle
Contact Race Office
admin@dargletrailsfestival.co.za
Web dargletrailsfestival.co.za

THE RACE CALENDAR IS COMPILED TWO MONTHS IN ADVANCE. FOR THE MOST UP-TO-DATE RACE DETAILS, VISIT WWW.BICYCLING.CO.ZA/CALENDAR

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29 AUGUST

1000 HILLS EXPEDITIONS SERIES #3 – BIG DADDY DASH 108km

Mountain View, Bishopstowe
to Durban Green Corridor/Blue
Lagoon
Contact Rohan info@detourtrails.
co.za, 082 896 0392
Web: detourtrails.co.za
Online Entries roag.co.za

30 AUGUST

HOWICK HIGHLANDER

35km, 20km, 10km, 2km
Karkloof Farmers Market, Howick
Contact Race Office info@
howickhighlander.co.za
Web howickhighlander.co.za

MPUMALANGA

MTB

25 JULY

**BADPLAAS FOREVER
RESORT BESTMED MTB
CHALLENGE 66KM** (2-day tour)
Forever Resort, Badplaas
Contact Hendrik Wagener
082 741 1514
Web hatoere.co.za
Online Entries cycleevents.co.za

29 AUGUST

NKOMAZI MTB CHALLENGE
60km, 30km
Laerskool Malelane
Contact Carine malskake@lantic.
net, 083 441 7455 or 013 790 0309

ROAD

6-10 AUGUST

CLOVER TOUR 2015

Africa Silks, Graskop
Contact Hendrik Wagener
082 741 1514
Web hatoere.co.za
Online Entries cycleevents.co.za

17-19 JULY

THE BESTMED JOCK TOUR

334km (3-day stage)
Nelspruit
Contact ASG Events
eventsupport@asgworld.co.za,
076 621 1807
Web & Online Entries
asgevents.co.za

18 JULY

THE BESTMED JOCK CLASSIQUE 154km

Nelspruit
Contact ASG Events
eventsupport@asgworld.co.za,

076 621 1807
Web asgevents.co.za
Online Entries asgevents.co.za

LIMPOPO

MTB

11 JULY

NISSAN TRAILSEEKER

SERIES #2 – Lionman 70km,
40km, 20km, 10km
Mabalingwe Nature Reserve,
Outside Bela-Bela, Limpopo
Contact Amelia info@
advendurance.com, 086 199 0001
Web advendurance.com
Online Entries trailseekerseries.co.za

8 AUGUST

2015 ASHBURTON INVESTMENTS NATIONAL MTB SERIES #6 ROOIBERG

120km, 75km, 45km, 20km, 10km
Rooiberg Golf Club
Contact Wessel van der Walt
info@advendurance.com,
0861 990 001
Web advendurance.com
Online Entries nationalmtbseries.com

14-16 AUGUST

TOUR OF LEGENDS

135km
Legend Golf & Safari Resort
Contact Wessel van der Walt
touroflegends@advendurance.com,
086 199 0001
Web & Online Entries
touroflegends.co.za

NORTH-WEST

ROAD

15 AUGUST

POWERADE LOST CITY CYCLE CLASSIC 2015 – PRESENTED BY BESTMED

115km, 66km, 15km, 1km Kiddies
Sun City
Contact Johan johan@
cansalostcity.co.za, 082 809 5498
Web cansalostcity.co.za
Online Entries cycleevents.co.za

MTB

16 AUGUST

BESTMED LOST CITY MOUNTAIN BIKE EVENT 2015 – PRESENTED BY POWERADE 55km, 25km, 1km

Kiddies
Sun City
Contact Johan
johan@cansalostcity.co.za,
082 809 5498

Web cansalostcity.co.za
Online Entries cycleevents.co.za

30 AUGUST

LADIES MTB CHALLENGE

Sun City
Contact Juanita Potgieter
juanita@ladiesmtbchallenge.co.za,
072 593 1683
Web & online entries
ladiesmtbchallenge.co.za

GAUTENG

MTB

11 JULY

TLC LADIES MTB DAY

50km, 25km, 15km
Cog & Sprocket Bike Park,
Mount Grace Hotel
Contact Lezelle Williams
lezelle@leveragecorporation.co.za,
011 463 7730
Web & Online Entries
mtb-ladiesday.co.za

22 AUGUST

VARSITY COLLEGE TRAILBLAZER

45km, 25km, 10km
Ridefree Bike Park, Central Parks,
Modderfontein
Contact Illumin8 Events
richard@ilumin8.co.za, 011 065 9294
Web ilumin8events.com
Online Entries cycleevents.co.za

29 AUGUST

NISSAN TRAILSEEKER SERIES #3 – CURRO COLLEGE

70km, 40km, 20km, 10km
Curro College, Pretoria East
Contact Amelia
info@advendurance.com,
0861 990 001
Web advendurance.com
Online Entries trailseekerseries.co.za

EASTERN CAPE

MTB

12 JULY

PENNYPINCHERS GRAHAMSTOWN TO SEA (G2C)

Pennypinchers Warehouse,
Grahamstown to Rosehill Mall,
Port Alfred
Web grahamstown2sea.co.za
Online Entries roag.co.za

8-10 AUGUST

STORMS RIVER TRAVERSE

147km (3-day stage race)
Tsitsikamma Village Inn, Storms

river, Tsitsikamma
Contact Dryland Event
Management info@dryland.co.za,
044 279 1013
Web & Online Entries
stormsrivertraverse.co.za

WESTERN CAPE

MTB

3-5 JULY

PICK N PAY WEEKEND ARGUS ROTARY

80km, 50km, 30km, 15km
Knysna
Contact Zandile 082 851 3622
Web & Online Entries
knysnacycle.co.za

12 JULY

DIRTOPIA ALL-MOUNTAIN ENDURO

Wellington
Contact Dirtopia info@dirtopia.
co.za, 021 884 4752
Web & Online Entries
dirtopia.co.za

1 AUGUST

**DIE BURGER MTB
CHALLENGE** 75km, 60km, 50km,
42km, 30km, 15km
Stellenbosch
Contact Dirtopia info@dirtopia.
co.za, 021 884 4752
Web & Online Entries
dieburgermtbchallenge.co.za

29 AUGUST

GREYTON TOUR 48km, 46km
Uitkyk Primary School, Greyton
Contact Gerda 076 118 0874
Web & online entries
mtb-adventures.co.za

SWAZILAND

11 JULY

NGWENYA GLASS MOUNTAIN BIKE CHALLENGE

70km, 42km, 25k and 5km
Ngwenya Glass, Swaziland
Contact Gary Hayter
ngwenya@ngwenyaglass.co.sz,
00268 2442 4142

KENYA

7-12 JULY

LAIKIPIA XC 500KM

Laikipia
Contact Helen Kinuthia
laikipiaxc@gmail.com
Web & Online Entries laikipiaxc.com **B**



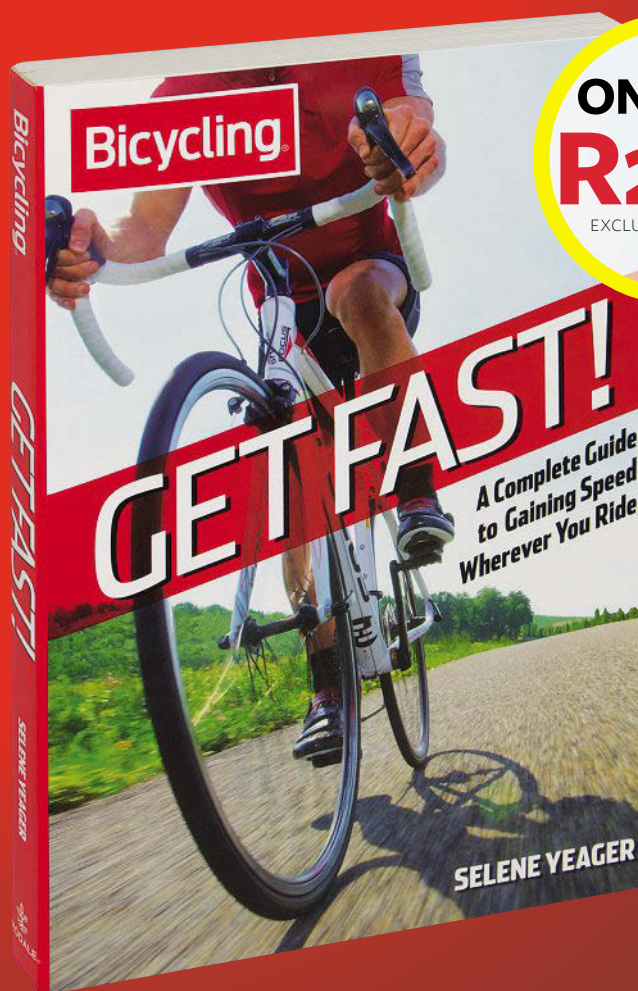
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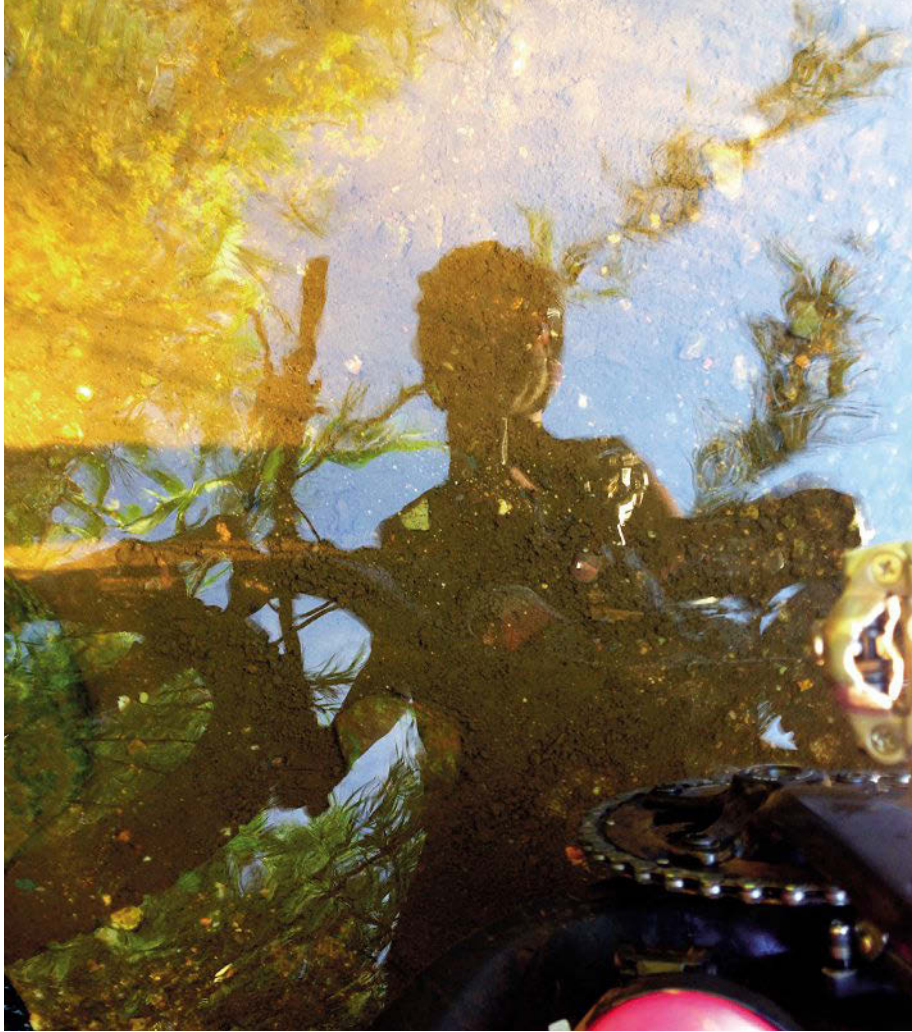
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TAKING TIME TO REFLECT AT #FUNGAALENS. 5

SUBMITTED BY @THEONLYLTG

→ Share your good times with us on Instagram. Tag your ride photos to @Bicycling_SA using the hashtag #BicyclingFun and you could be featured in an upcoming issue! (Remember to mention where the shot was taken!)

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